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LONDON LONDON SHANGHAI

# The Hongkong Telegraph.

FOUNDED 1861

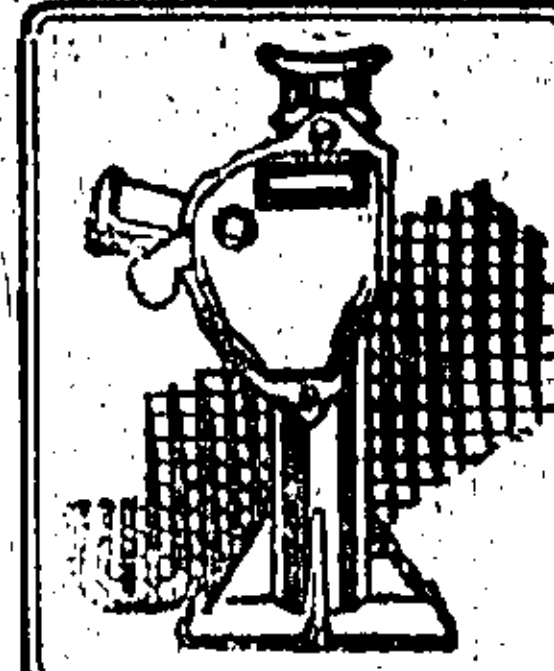
六拜禮

號十三月四英港香

SATURDAY, APRIL 30, 1927.

日九廿月三

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THE DRAGON MOTOR CAR CO., LTD.

"Our Service at Your Service"

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## SERIOUS BATTLES EXPECTED.

### BOTH SIDES ARE MASSING FORCES.

### MOSCOW SAYS PEKING DOCUMENTS ARE FORGED.

### DISLOYAL COMMANDERS.

There are indications of an early renewal of serious fighting between the Northerners and the Southerners to the north of the Yangtze river. From Chinkiang it is stated that Southern troops are massing there for a drive against the North.

From Hankow it is stated that the Southern armies on the Honan front are being changed over as there is disloyalty among the officers of those at present occupying the front line.

Our Shantung correspondent reports that the Northerners are preparing an offensive against the Nationalists and have 100,000 troops available for this purpose.

A Moscow message states that the Communist International describes the documents alleged to have been found in the Soviet Embassy at Peking as gross forgeries.

Moscow, April 29. The Secretariat of the Executive of the Communist International describes the documents seized at the Peking Legation as a gross forgery, for the purpose of inciting the public against the Soviet.—*Reuter.*

#### TROOPS MASSING.

##### Drive Against The North.

Chinkiang, April 29. Southern troops are massing for an alleged drive North. Foreign residences are being used as billets. Some looting is reported.—*Naval Wireless.*

##### Disloyal Officers.

Hankow, April 29. It is reported that the 11th Army is being replaced by the 8th Army on the Honan front. Officers of the 8th Army are not loyal to the South. The general situation is quiet.—*Naval Wireless.*

#### YANGTZE FIGHTING.

##### The Lull Continues.

Nanking, April 29. The white flag was flying all day on Lion Hill yesterday. Two guns from the North bank fired on Chinkiang and Lion Hill in the afternoon. Lion Hill replied with about twenty rounds in the direction of Pukow.—*Naval Wireless.*

Kiukiang, April 29. Troops have arrived from down river, otherwise there is nothing to report.—*Naval Wireless.*

Shanghai, April 29. The situation remains unchanged at Shanghai and elsewhere.—*Naval Wireless.*

#### NORTH'S PROGRAMME.

##### 100,000 Men to Fight South.

Reliable information from Northern military circles states that in spite of the losses recently sustained by the Northern allied troops in evacuating Hu Ning (i.e. Shanghai and Nanking), Tupan Chang Tsung-chang and General Chu Yu-pu still have under their command about 100,000 men. Of these, writes our Shantung correspondent under date April 21, about 80 per cent. are fully equipped. In addition, there are available several tens of thousands of troops, who are fresh and well-trained.

With this in view Tupan Chang and Chu are full of hopes in planning an offensive campaign against the Nationalist army.

The programme mapped out indicates that 50,000 men will be sent to the South to meet the Nationalist force, and these are to be under the command of General Chu, the 7th Army Corps Commander, Gen. Hsu Kun, and the Commander of the 10th Army Corps, Gen. Tu Feng-chu.

The remaining 50,000 troops will be under the command of the 11th Army Corps Commander, Gen. Wang Hui-ming, the 9th Army Corps Commander, Gen. Chu Pao-ching, and the 2nd Army Corps Commander, Gen. Chang Ching-yao. These 50,000 men are to be used for restoring peace and order in various places in the Province of Kiangsu and Anhui.

## NANKING BRUTES.

### ANOTHER STORY OF THE OUTRAGE.

#### AN OFFICIAL REPORT.

Following are extracts from the official report made by Mr. Brydon regarding the experiences of his wife and himself in the Nanking incident:—

"On the morning of March 24, at 7 o'clock, we went to the roof to witness the arrival of the Nationalist Army. They came in firing their rifles indiscriminately and waving flags. There was no discipline, just an uncontrolled mob, with no officers to be seen."

"Late on, at 9.30 a.m., two Southern soldiers arrived in the hotel compound, whereupon Mrs. Brydon and myself went out to meet them. As soon as they saw us, they caught hold of me and marched me inside the hotel sitting-room, where Mr. Oliver and Mr. Quinn (the Customs officers) were sitting, stood over us with their rifles pointed at us and informed Mr. Brydon that they had orders to shoot all foreigners."

Brydon promised to pay them anything they asked if they would let us go. While she was thus pleading with them one of the soldiers noticed the telephone on the wall, just outside the room, and immediately proceeded to smash it to pieces with the butt-end of his rifle. The soldiers then demanded huge sums of money or instant death, so Mrs. Brydon had to leave us to find whatever money she could to give them. While she was away the soldiers stripped us of all the cash and other things on our persons, all the while pointing their bayonets at our chests and knocking us with the butt-end of their rifles."

"Mrs. Brydon returned and gave them all the money she could find, including cash money belonging to Messrs. Oliver and Quinn, together with her jewellery, such as earrings, wrist-watch, jade necklaces, etc., even her wedding-ring. These the soldiers proceeded to pack in their haversacks, throwing away minor loot to make room for the valuables. Even then, when they found that they had taken everything possible from us, they were not satisfied, and said they still intended to shoot us. At this point we conferred with one another in whispers, and decided to take a chance at overpowering these two soldiers, not wishing to be shot without making a fight for our lives. Luckily we did not carry out this scheme, as just at that moment a machine-gun started firing just outside the sitting-room window. There were more soldiers on guard outside, and even if we had got the better of the two inside, it would have no doubt caused the death of all in the hotel."

"In the meantime some Chinese Red Cross business friends of ours had come. They intervened in an endeavour to stop them from carrying out their threats. (It must be noted that in no way did the soldiers molest these Chinese, also in the case of our servants, whose boxes they allowed them to take away from the hotel, telling them to immediately join the Union). While they were busy arguing we managed to slip out by another door and made our way to a hiding-place in the cellar, assisted by the hotel boys. We had some discussion between us three and decided that this was not a safe place, as the soldiers would undoubtedly force the boys to tell them where we were, so all left the cellar and ran upstairs to one of the rooms where we got through a trap-door and hid beneath the roof. All this time machine guns were firing from all around the hotel, several bullets coming through the corrugated iron roof underneath which we were hiding."

"Meanwhile the soldiers had discovered our escape and were furious. Mrs. Brydon and my Chinese friends tried to pacify them by giving them more money, the hotel boys, subscribing as well. They then decided to give Mrs. Brydon 20 minutes to live unless we were handed over, and went away saying that they would bring back a big party to burn down the place if necessary. Mrs. Brydon came up to the room adjoining our hiding place, and told us of their intentions, also informing us of the reported death of Dr. Smith and the British Consul, which news was told her by outside Chinese. I came out of my hiding-place and

(Continued on Page 18.)

## MISSISSIPPI WATERS DIVERTED.

### 1,000 FEET OF LEVEE IS BLOWN AWAY.

#### FARM-LANDS SACRIFICED.

New Orleans, April 29.

The Mississippi levee was successfully dynamited this afternoon at Poydras, fifteen miles below New Orleans, with a view to saving the city from the floods.

Shortly before dawn armed soldiers were patrolling the levee, and National Guards were spread out in fan formation to issue a final warning to the recalcitrant inhabitants to abandon their homes. Three hours before noon all roads were cleared, and the area was closed, only military passes admitting anybody within the cordon of troops.

#### Still Serious.

The floods are challenging levee after levee. The worst break yesterday was at Yazoo City, where 1,500,000 acres were inundated, while a backwater of the Arkansas River submerged Seydell and Montrose.

A New York message states that the fur trade fears a serious curtailment of the supply of muskrats, as two of the richest muskrat-producing districts in Louisiana will be inundated, and many muskrats drowned, and it will take many years to make up the number.—*Reuter's American Service.*

#### Flood Waters Released.

The explosion at the levee at Poydras was planned for the morning, but it was not until nearly four in the afternoon that the engineers completed the task of boring through the embankment and arranging the dynamite and fuses. Altogether, 140 holes were made, each containing five pounds of dynamite. All the charges were simultaneously ignited by electricity.

A strip of the levee, 1,000 feet long was blasted away. Great pieces of mud and rubble were thrown high into the air, and columns of spray rose from the river. The noise was tremendous. As the smoke cleared, the flood waters could be seen pouring over the broken levee into the surrounding country, converting prosperous farmland into a sea of brown, swirling waters.—*Reuter's American Service.*

## COUNTERFEIT NOTES.

### SCHEME TO SELL 1,000 ROGUS \$500 NOTES.

Mr. G. R. Haywood this morning appeared for a Chinese who was charged with possession of one false \$500 note on the Hongkong and Shanghai Banking Corporation. He applied for a remand and asked His Worship, Mr. R. E. Lindsell, to fix bail.

Sub-Inspector F. Shaftain objected to bail, saying that evidence would be brought before his Worship to show that there were certain meetings between defendant and others wherein defendant had made arrangements to sell 1,000 of these notes as forgeries.

In reply to his Worship, he said that he was not asking for the case to be tried as a case for criminal and it would be sufficient to deal with it summarily.

His Worship remanded the case until Monday afternoon, bail being refused.

## FIRST SEA LORD.

### ADMIRAL MADDEN APPOINTED.

London, April 29.

Admiral Sir Charles Madden succeeds Admiral Lord Beatty, as First Sea Lord, on July 30.—*Reuter.*

[Admiral Beatty announced his intention of retiring some time ago. His successor, Sir Charles Madden, Bart., has had a very distinguished naval career, and during the late war served at the Battle of Jutland, being mentioned in despatches. He has a number of decorations, which include the Japanese Order of the Rising Sun, 1st Class, and 1st Class Striped Tiger, of China. He was created a Baronet in 1919, and Admiral of the Fleet in 1924.]

## \$14 FOR RELEASE.

### GENERAL'S OFFER TO HIS CAPTORS.

#### HIS EVENTUAL ESCAPE.

The Shanghai Provisional Court was crowded on Saturday morning when a well-dressed Chinese was summoned to take the stand.

"What is your name?" he was asked.

"Liu Chi-chao," he replied.

"What is your occupation?" was the next query.

"I'm a General," the witness answered.

Listeners gasped. The Judge looked surprised and court attendants were startled.

"Yes, sir," continued the witness, "I was the General of the 4th Division of the Szechuan Army."

The nature of the case was then revealed. According to the story in court, General Liu was sitting peacefully in a theatre on Kiukiang Road on the night of April 15, when a chit was handed to him. The General read the chit—there being nothing else to do at the time. The message requested that he go to 426 Manila Road, where a friend named Li Pei-ying, awaited him. It was further stated in the chit that a little opium-smoking and mah-jong party was in session.

#### Smokes Opium.

The General, evidently not averse to a bit of the "pipe of wonder" dreams, and a rousing game of mah-jong, permitted himself to be persuaded to go to the address. Did the trusting General find his good friend Mr. Li Pei-ying awaiting him? History will record that he did not. Instead a number of armed men confronted him, blindfolded and bound him and demanded \$40,000.

The General readily admitted that he didn't have that sum on his person but offered to compromise, proffering \$14.

The armed men came down a bit and said they would take \$6,000. The General grew generous, in the face of this drastic reduction and offered \$20. The armed men conferred and decided to refuse the \$20.

#### Held Prisoner.

From that moment on, quoting the story as told by the General, he was a prisoner in the rear room of the house. Thursday, he testified, he escaped from the house with the aid of a friendly cook, the two escaping from the place while the guard was having a puff of a cigarette.

In the Provisional Court yesterday Yui Tse-ching, an old schoolmate of the General's, and Lu Tsung-hua, a former servant, were charged with complicity in the plot to extract the money from the General.

#### Yui Denies.

Yui declared in court that he too, was kidnapped and was released three days ago because he convinced the armed men that he is very poor.

Yui denied the story told by Inspector Quayle that he obtained his freedom by paying the kidnappers Ts. 2,000 and a check for \$800 to obtain his freedom.

Inspector Quayle, who investigated and obviously knew more about the case than anyone in the courtroom, stated that Lu obtained his master's chop and later a check was made out in the General's name and the money drawn from a Szechuan bank by his kidnappers.

Inspector Quayle asked for custody of the cook, when the case was remanded till Monday, the officer explaining he was the associate of a gang of bandits.

The General vigorously protested against this, declaring that his life had been saved by the cook and that he would look after him. After some parleying the Judge agreed to this and the cook was not held.

The General swore by the light of the Oriental moon, by the shining waters of the Inland Sea, by the spirit of Confucius and the shadows of the Provisional Court that he, the General, would produce the cook when wanted.—*Shanghai Times.*

Gaining entrance to 44 Pei, Ho Street, Shamshui, ground floor, by making a hole in the back door, thieves stole \$188 in money yesterday.

## Bulls and Inners

From the Office Butts.

St. George's Society is going to enter the football league next season. Meanwhile they are saving up for a ball.

The Dairy Farm advertises a recipe for stuffing. Ours is to keep on eating.

To-morrow being the commencement of the Long Vacation, the Radio Society is giving music a rest—several of them in fact in the same number of bars.

A reader writes to point out that the reason hawkers prefer the neighbourhood of Wyndham Street is probably due to an excess of hypocarbarine in the air.

We saw a Chinese ancient doing some research work among the sanitary buckets this morning. Perhaps he thought he was a university.

Chiang Kai-shek's troops are now in the pink of condition.

A few years ago women rolled their stockings below the knees but now they wear them nearly to their skirts.

The heaviest bull marketed for some years at Oswestry Smithfield Market—an animal weighing one ton—was sold for £220.

Communities in the Far East continue lustily to sing the same tune; the trouble is that the Home Government won't sing the chorus.

Another China anomaly: The Canton joss stick makers have had bad joss.

A Chinese who stole a cat on Thursday morning offered two policemen a bribe, but they let the cat out of the bag.

It is not known whether the local resident who was recently bitten by a dog tried to huggett.

We don't know what the Powers are going on as a basis for their action towards China, but they'll never bridge the problem by playing up to a knave.

The Pathans have been at their Indore games again.

To-day's motoring hint:—Always take your hand brake off when going up hill.

There is one encouraging sign all through this crisis and that is that China isn't likely to expect the United States to pay for her war.

It looks at the moment as if Borodin ain't gonna reign no more.

The Government is preparing statistics of bathing fatalities last year between Kowloon Docks and Laichikok.

The trouble in Canton is that there are so many laws and such a limited supply of respect.

As we read the Vice-Chancellor's report we get it that a University education seldom hurts a man provided he's educated before hand.

The Hongkong Telephone Company have received few complaints last year. The theory is that many tried to convey their complaints by telephone.

Tu Lai-ing has been appointed Commissioner of Communications at Hankow.

To-day's golf hint:—Stymies should never be polished so that during play the caddies may not become hypnotised.

This week's stray bat from the belfry: "Should not tracing paper be used for paper chases?"

Much disturbance was created in a London synagogue when the choir went on strike. Their services are no longer rehearsed, although their action set the ranks of sin a-go.

The United States never did sanction anything except U.S.

The chop of a Chinese is not always acceptable as may be corroborated by the records of the Government Civil Hospital.

The chop of a Chinese is not always acceptable as may be corroborated by the records of the Government Civil Hospital.

The Hongkong Football League management is open to receive suggested amendments to rules up to May 1. What about the provision of a suit of armour for referees?

Another Boxer Rising! Mr. S. of that ilk is in favour of taxing bachelors with marriage as the only indemnity.

"Jessica." The gentleman who trod on your foot in the lift, and then called you a hard-boiled fane, and the bee's knees was possibly an American on his way round the world.

A Ramblers' club is being formed among Kowloon Tong residents. All members must pledge themselves to climb Lion Rock every Sunday morning before breakfast.

Apparently Christian Science is no longer a one-way faith, which is to be deplored as it would appear that error and wrong-thinking is on the increase.

We know a man so swell-headed that he would have to pin back his ears to get through Lyemnan Pass.

McWhirtar says that judging from the papers, folks at Home have been suffering a lot of Bee-thoven lately.

Spare BoRoDin and spoil China.

Our office boy asked if Wu Peifu put the Wu in Wuhu. He's looking for another job.

"Cameronian." You are too cautious! Even if "Maritana" was written by a Scotsman, it didn't make the concert any less English.

The ladies are lucky. Now the warm weather has come, they have only to pack away their fur coats.

The man who jumped the Ferry rail the other day was probably only proving that spring was in the air.

Local fashion note—From tomorrow, until October 31, is the close season for furs.

All Generals with a stake in China make a stew of it.

A sign of expansion. Boarding-house keepers used to advertise five minutes from Ferry. Now it is eight.

Political orators will no doubt note that poison gas has been barred from future wars.

Members of the Hongkong Free-thinkers' Union are making arrangements to hold a flag-day some time in November.

"Fair Sex"—You can't have it both ways. A blue neck is usually a concomitant (as they say in Hankow) of a bobbed head.

From the soldier's point of view, the public has no use for the private.

Reporting a recent case, the Telegraph refers to "Her wife." This might be a basis for a delightful sex novel.

The gentleman who was charged with uttering a false note, introduced a certain amount of discord into harmonious business relations.

The reason why most of us are discontented with our lot is because we haven't got a lot.

Even in this warm weather we can be frozen—by a stare.

A Chinese charged at the Kowloon Magistracy on Wednesday with stealing pigs, failed to save his bacon.

"Club for U.S.M.P.'s" states a headline in a local contemporary. We presume this would be used when the "gas" failed.

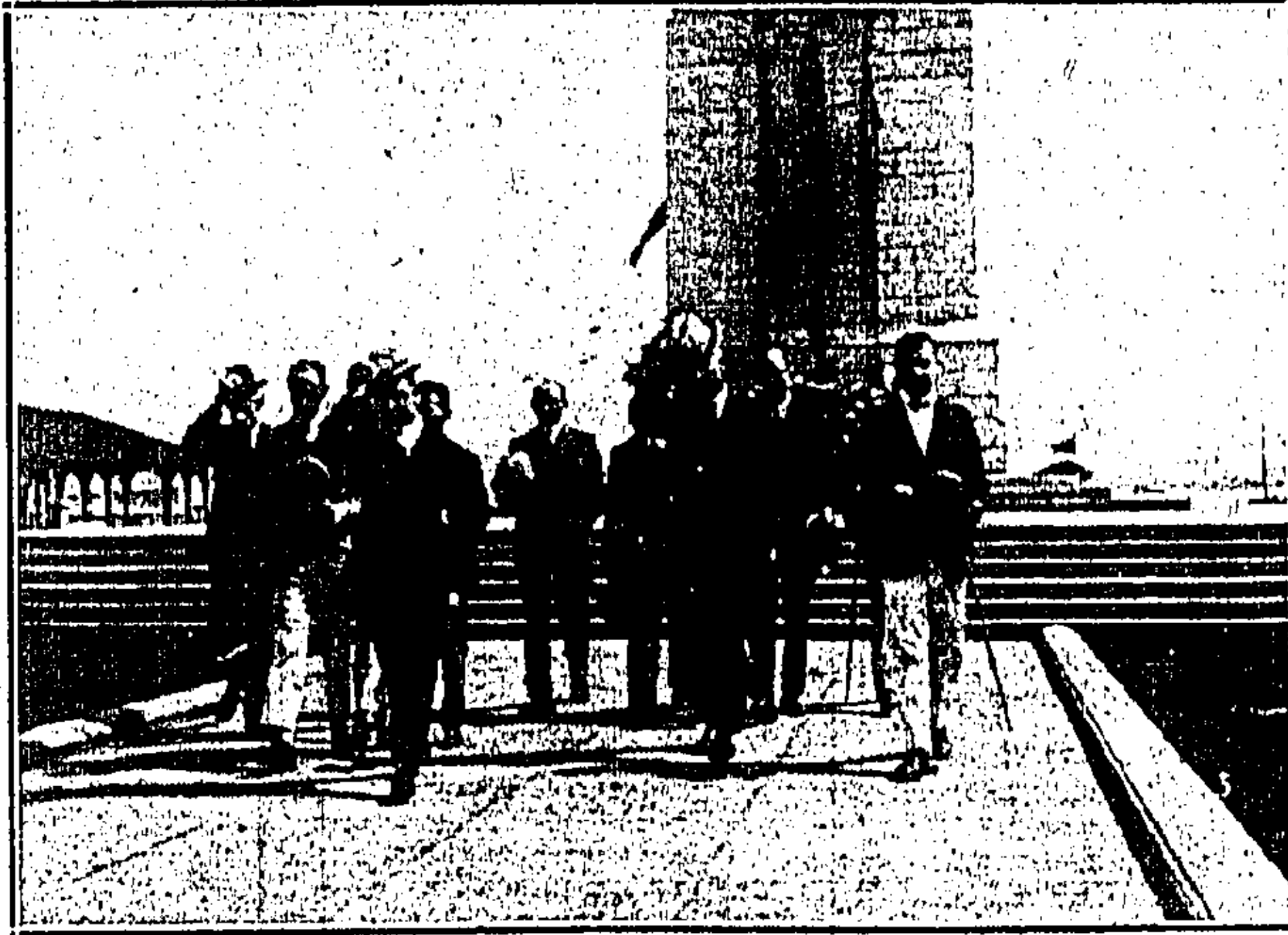
The Honorary Secretary of the P. R. A. recently stated that the Government had not replied to two letters. Clearly a case where "silence breeds contempt."

When a knut invites a pal to dinner these days, he asks "What about a spot of tiger flesh, Old Skin?"

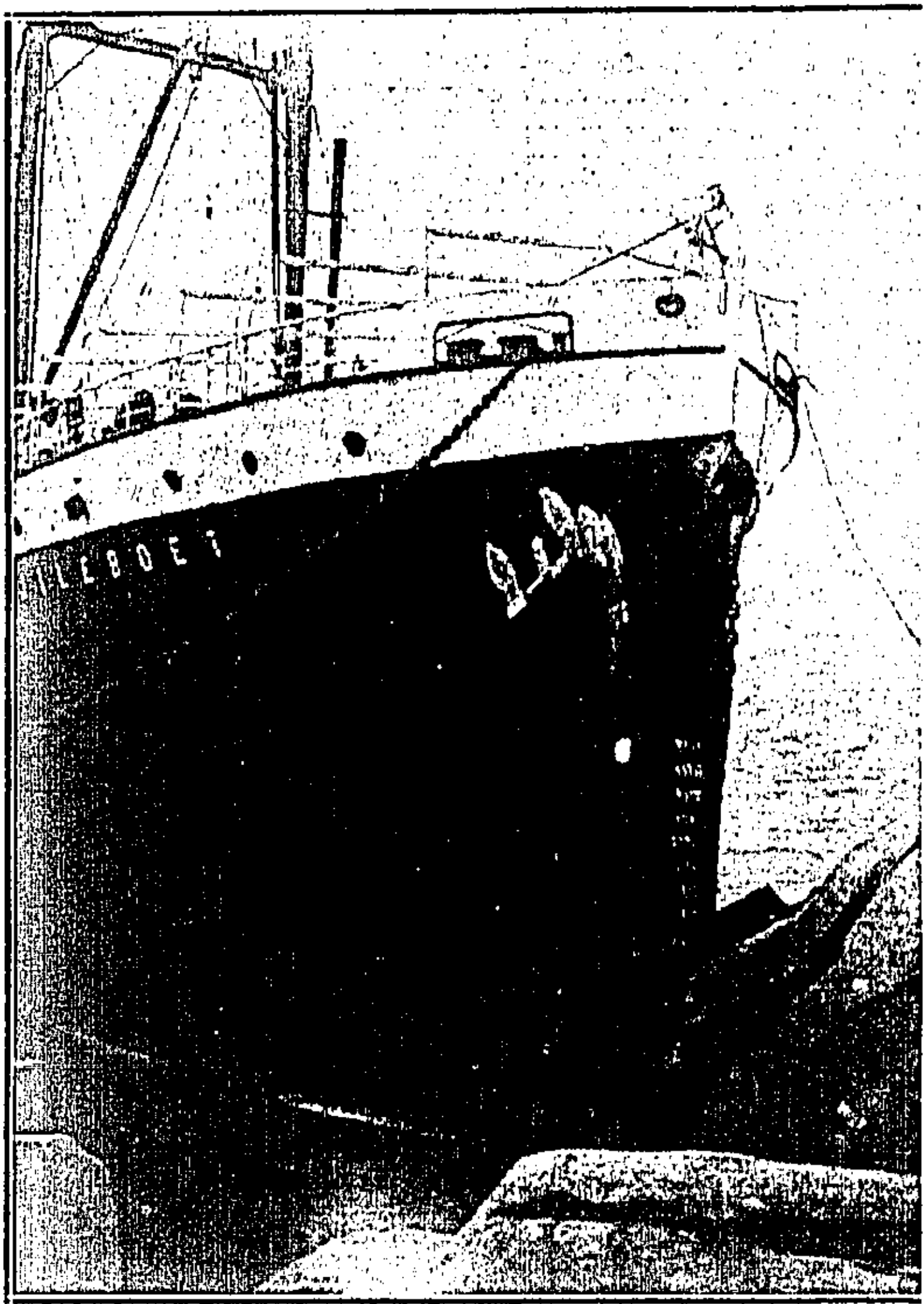




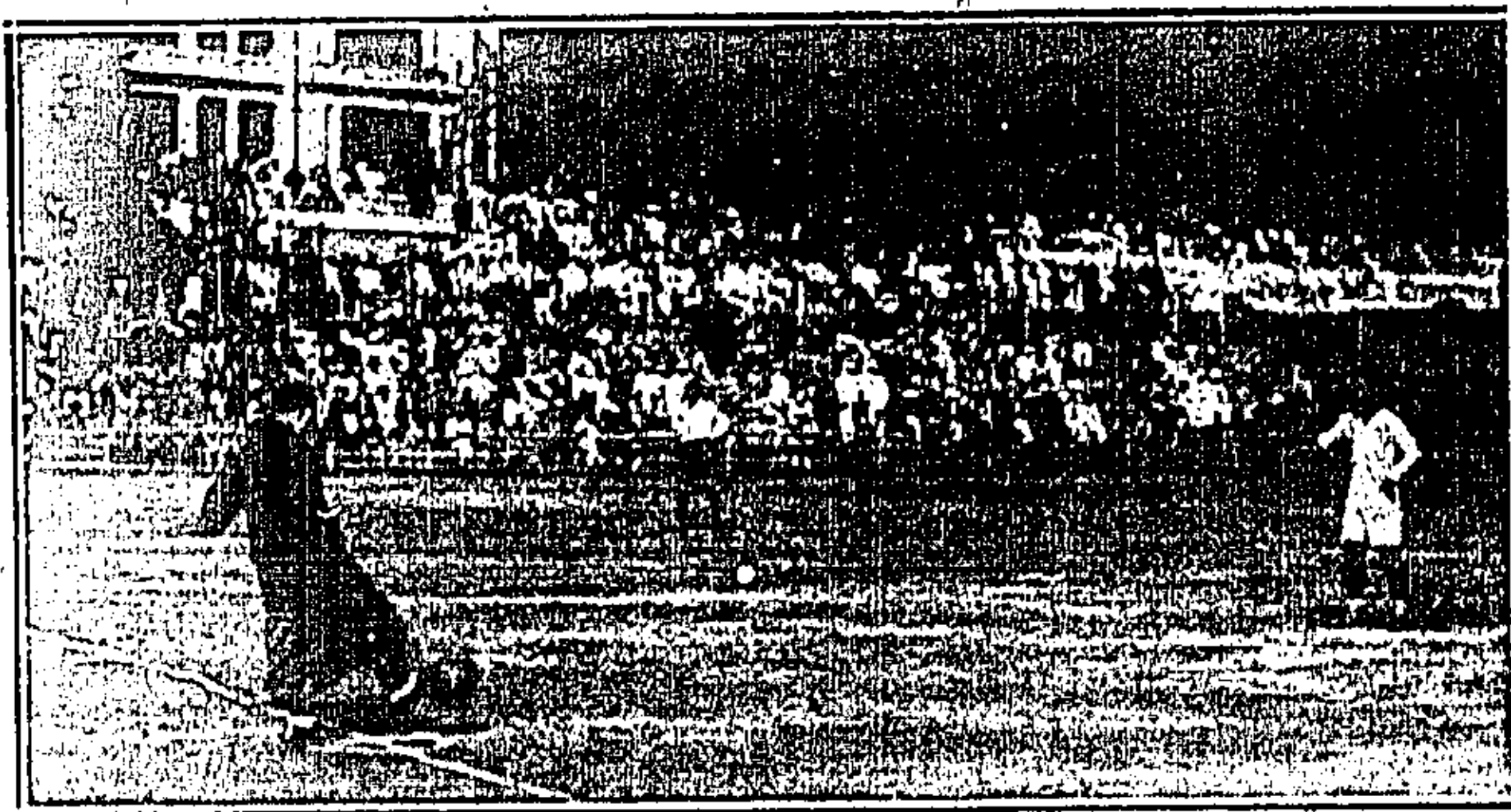
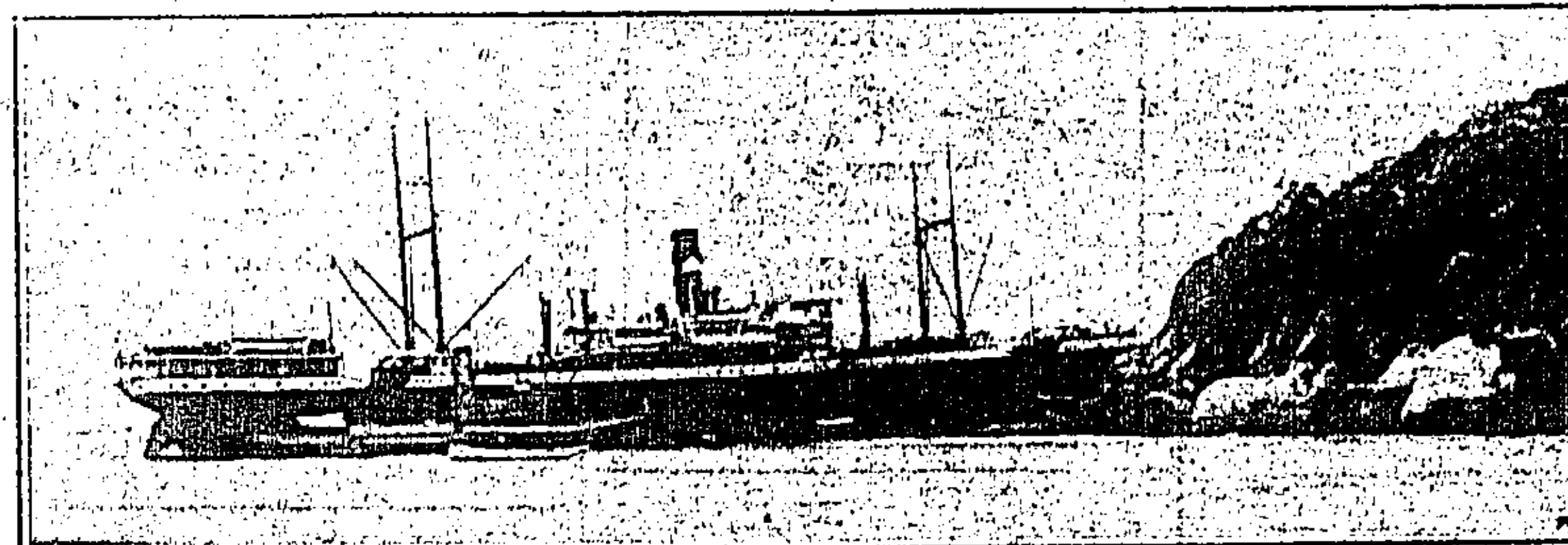
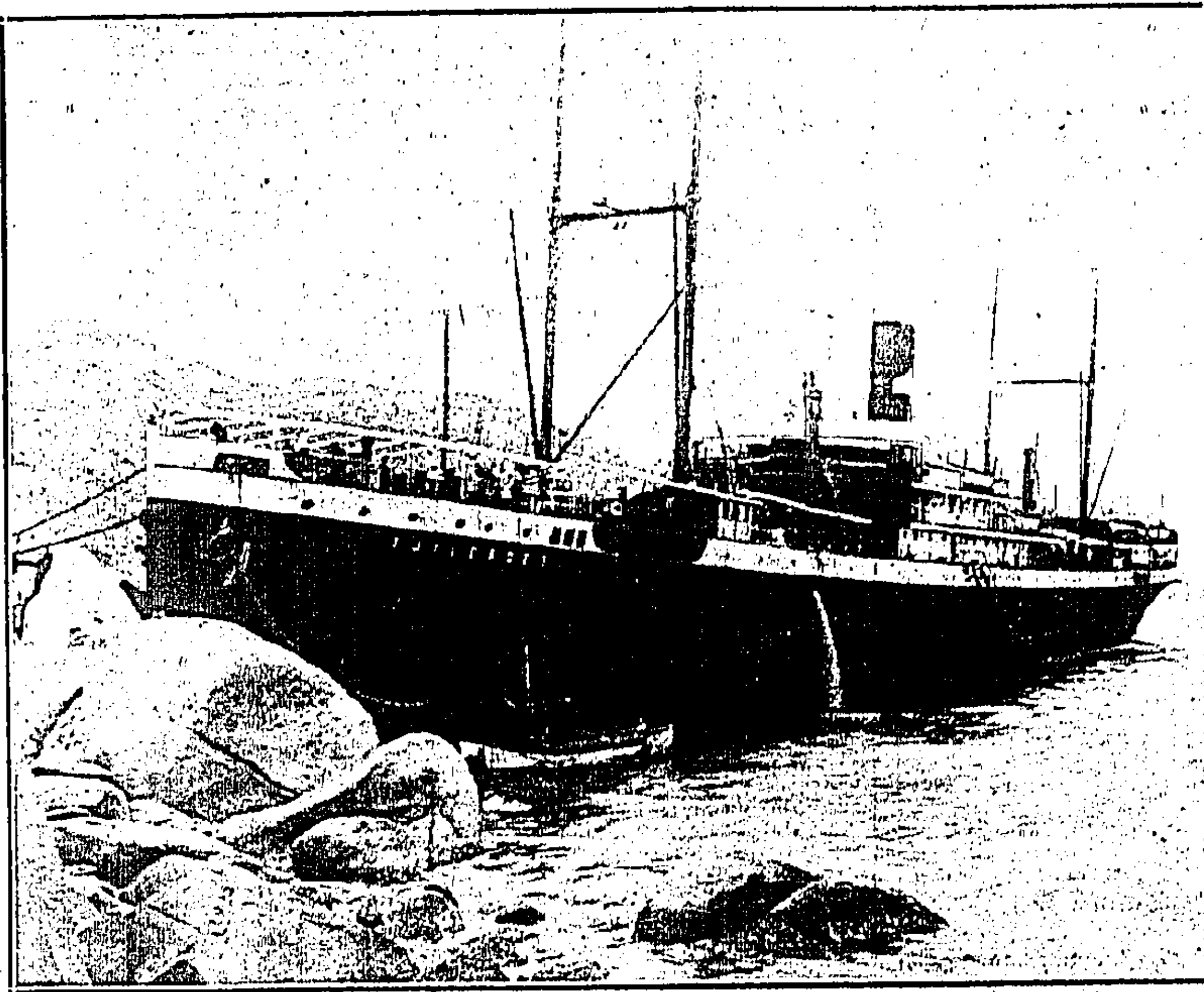




Monday, being Anzac Day, the Ex-Active Servicemen's Association laid a wreath on the Cenotaph. The above photos were taken at the ceremony. (Photo: Mee Cheung).



The above and two side pictures of the s.s. Tjileboet were taken prior to the salvage operations. They clearly show the damaged bow and the hazardous position of the stranded vessel—(Photos by courtesy of Taikoo Dockyard). Pictures showing the remarkable salvage feat appear elsewhere in this issue.



Sir Shouson Chow kicked off at last Saturday's charity football match between teams representing the Army and a side chosen by the H.K.F.A. The Army lost by two goals to one. (Photos: Mee Cheung).



Group taken at the wedding of Mr. D. H. Maxwell and Miss Gertrude Tsai, which took place at Union Church, Kowloon, last Saturday. (Photo: Mee Cheung).



The above picture shows the tastefully arranged extension at the Restaurant and Cafe of Messrs. Lane, Crawford, Ltd. (Photo: Mee Cheung).

(All photo engravings on this page by "South China Morning Post.")



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No matter how strenuous the activity, how oppressive the climatic conditions, AERTEX will keep you cool and fit.

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Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

**Glaxo**

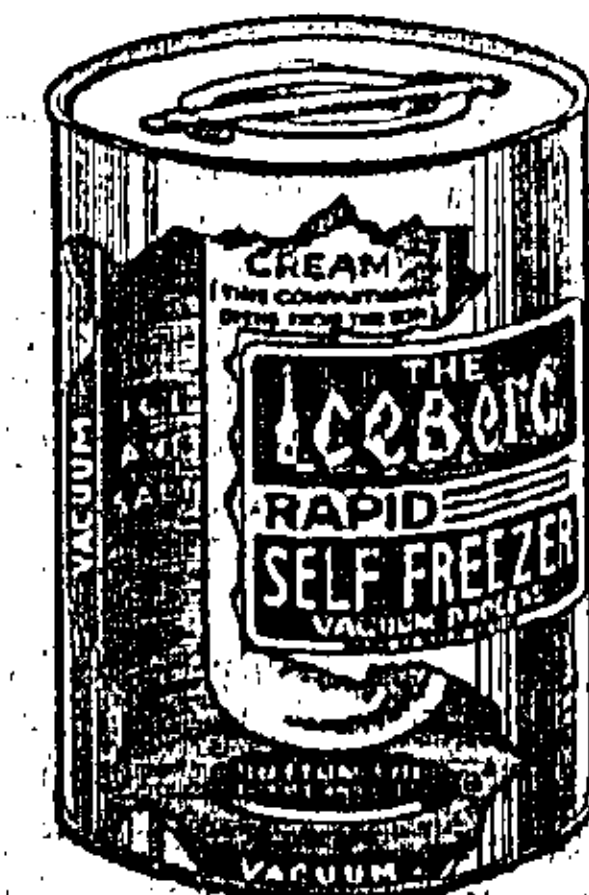
The Vitamin Milk-Food

"Builds Bonnie Babies"

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THE "ICEBERG FREEZER" is superior to any in its simplicity and its success. There is no mechanism to get out of order, no cranking handle, no cog wheels, just a simple double walled container with 2 compartments, which are made impervious to outside temperature by the Vacuum Principle.

NO TURNING.  
NO SHAKING.  
HYGIENIC.

1 QT. \$9.50 2 QTS. \$12.50 4 QTS. \$15.50

ICE CHESTS AND REFRIGERATORS  
\$49.50 to \$139.50

FIRST FLOOR SHOWROOMS

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25 WORDS FOR \$1.00  
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1456, 1462, 1453, 1512, 1516,  
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Wanchai Gap Road, Hongkong.  
Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor,  
New Hongkong Bank Building.  
Apply Sang Kee, same building.

TO LET.—2A, Wyndham Street,  
Suitable for Offices. Apply Hui  
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COMMUNIOUS OFFICES to let  
in No. 7, Queen's Road Central,  
also two small offices in 1A, Chater  
Road. Apply E. D. Sassoon and  
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FLATS also ROOMS, single,  
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locations. Partial service, if re-  
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TO LET.—Furnished No. 515, The  
Peak, six rooms. Modern Sanita-  
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Garage, etc. Apply to John A.  
Plummer, care of Bradley & Co.,  
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TO LET.—European Flat, 29A,  
Kennedy Road, 4 rooms 2 bath-  
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Aerated Water Factory, 154, Praya  
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TO LET.—SHIPPING OFFICES  
in Connaught Road Central, Nos.  
16, 18 & 19, Ground Floors; Nos.  
16, 17 & 18, First Floor; No. 16,  
Second Floor. Please apply S. K.  
Trust Ltd., 29, Connaught Road,  
Central.

TO LET.—Furnished flat on Peak  
to let: two bedrooms with bath-  
rooms, two reception rooms and  
enclosed Verandah. Modern Sanita-  
tion. Immediate Possession.  
Apply Box No. 207, care of "Hong-  
kong Telegraph."

## FOR SALE.

FOR SALE OR TO LET.—Euro-  
pean Flat No. 175, Kowloon Tong.  
Apply Fongson & Co., 4th floor,  
China Building.

## NOTICE OF REMOVAL.

Our offices will be in Stephen's  
Building, (5th Floor), Des Voeux  
Road Central, on and after 1st  
May, 1927.

BODIKER & CO.

## NO WOMAN CAN AFFORD

To let her system become poisoned  
through intestinal inactivity, be-  
cause to do so means less not  
only of good health but of good  
looks. To restore daily regu-  
larity, and thus banish the chief  
cause of sick headaches, bilious-  
ness,

unpleasant breath and pimply,  
blotched skin Pinkettes are per-  
fection. As gently as nature these  
dainty little laxatives set matters  
right. Of your chemist, or post  
free, 60 cents per vial, from Dr.  
Williams' Medicine Co., 60, Kiang-  
se Road, Shanghai.

PINKETTES KEEP YOU WELL.

## NEW ADVERTISEMENTS.

CHINA COAST OFFICERS'  
GUILD  
AND  
MARINE ENGINEERS' GUILD  
OF CHINA.

A Combined Meeting will be  
held at the Guilds' Offices 67, Des  
Voeux Road Central, on Sunday  
1st May, 1927, at 10.30 a.m.  
Business Important.

W. J. STOKES,  
Branch Secretary,  
C. C. O. G. & M. E. G. C.

IN THE MATTER OF THE  
COMPANIES ORDINANCES 1911  
and  
IN THE MATTER OF TROLLOPE  
& COLLS (FAR EAST) LTD.

(in voluntary liquidation).

Notice is hereby given that in  
pursuance of Section 181 of the  
Companies Ordinance 1911 a  
meeting of creditors will be held  
at the office of the Liquidator,  
Messrs. Lowe, Bingham & Mat-  
thews, Chartered Bank Building,  
Victoria, Hongkong, on Saturday,  
the 28th day of May, 1927, at 12  
noon for the purpose provided for  
in the said Section.

Dated this 28th day of  
April, 1927.

JOHN FLEMING,  
Liquidator.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

Subject to weather conditions,  
it is hoped to play the FINAL of  
the OPEN SINGLES CHAMPION-  
SHIP on THURSDAY, 5th May.  
FINAL of the OPEN DOUBLES  
CHAMPIONSHIP on FRIDAY,  
6th May. Prizes won during the  
tournament will be presented after  
the latter match.

BOOKING of RESERVED  
SEATS at the PAVILION at RE-  
DUCED PRICES by MEMBERS  
& SUBSCRIBERS will cease at  
8 p.m. on MONDAY, 2nd May.  
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HONGKONG AND CHINA GAS  
COMPANY, LIMITED.

Owing to unavoidable circum-  
stances my home leave has been  
postponed for two months or so,  
but Mr. Frank Goodwin's Power of  
Attorney will be effective from the  
date of my departure.

L. J. BLACKBURN,  
Engineer & Manager.

THE CANTON INSURANCE  
OFFICE LTD.

NOTICE TO SHAREHOLDERS.

The Forty-sixth Ordinary Gen-  
eral Meeting of Shareholders will  
be held at the Offices of the under-  
signed on Tuesday, the 17th May,  
1927, at Noon, for the purpose of  
receiving the Report of the Gen-  
eral Agents, together with a state-  
ment of Accounts for the year  
ended the 31st December 1926.

The Share Register and Trans-  
fer Books will be closed from the  
3rd to the 17th May 1927, both  
days inclusive.

JARDINE, MATHESON AND  
COMPANY LIMITED.  
General Agents.  
Hongkong, 26th April, 1927.

## CHURCH NOTICES.

First Church of Christ, Scientist,  
Macdonnell Road, below Bowen  
Road. Service at 11.15 a.m.  
Subject "Everlasting Punish-  
ment." Wednesday: Evening  
Meeting at 5.30 p.m. Reading  
Room at above address open  
Tuesday and Friday; 10 a.m. to  
12 noon. Monday and Thurs-  
day: 5 to 7 p.m. The Public is  
cordially invited to attend the  
Service and visit the Reading  
Room.

St. John's Cathedral, Hongkong  
St. Philip and S. James, May 1st,  
1927. 2nd Sunday after Easter.  
Holy Communion, 8 a.m. Child-  
ren's Service, 10 a.m. Matins,  
11 a.m. Preacher: Rev. W. R.  
Cannell. Holy Communion, 12  
noon. Evensong, 6 p.m. Preach-  
er: Rev. Hyde Gossett, R. N.  
A Social Gathering will be held  
in the Hall after Evensong.  
Music & Light Refreshments.  
Tuesday, 3rd 6 p.m. C. E. M. S.  
Meeting.

Union Church: Kennedy Road,  
Sunday Service May 1st. Morn-  
ing, 10.30. Hymns, 41, 317, 549,  
376. Subject: Propagandism.  
Evening: Vocal and Instrumental  
Recital at 5.30. Dr.  
Macdonnell will sing, "The  
Publican," by E. Van de Water,  
& "Ninety and Nine," by E.  
Campbell. Organ Solos by Mr.  
G. E. Longyear: Theme in F.  
Foulkes. Offertoire, Foulkes.  
Service at 6. Hymns, 318, 272,  
437, 675. Anthem: "O Love The  
Lord." Subject: The Still  
Small Voice. Preacher both  
Morning and Evening: Rev. J.  
Kirk Macdonnell.

## LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received  
instructions to sell by Public  
Auction,

on TUESDAY,  
the 3rd May, 1927,

at 11 a.m.

at Godown No. 21,  
The Hongkong and Kowloon  
Wharf and Godown Co., Ltd.,  
Kowloon.

(for account of the concerned).

30 Cases Yellow Metal Sheetings

—Size 14½" x 48" each case con-  
tains 560 lbs. net.

Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.

PUBLIC AUCTION

The Undersigned have received  
instructions to sell by Public Auc-  
tion,

on TUESDAY,  
the 3rd May, 1927,

commencing at 2.30 p.m.

at their Sales Room, Duddell  
Street.

A Large Quantity of Valuable  
Household Furniture,

comprising:—

Teak Bookcases, Glass Cabinet,  
Chesterfield Couches and Arm-  
chairs, Desks, Carpets, Curios, Pic-  
tures, etc., etc.

Teak Dining Tables, Dining  
Chairs, Sideboards, Dinner Wag-  
gon, Ice Chests, Dinner Crockery,  
Glass Ware Cooking Utensils, etc.,  
etc.

Teak and Iron Bedsteads with  
Mattresses, Wardrobes with and  
without Glass Door, Marble Top  
Wash Stands, Chests of Drawers,  
Chamber Stands, Toilet Sets, etc.,  
etc.

also

A Few Pieces of Carved Canton  
Blackwood Furniture,  
and

One Cottage Piano by Challen  
& Son.

One Cottage Piano by John  
Brinsmead and Son.

One Ricksha.

One Enweco Gramophone.

Two Enweco Cabinet Grama-  
phones.

One Cottage Piano by "Moutrie."

One White Frost Refrigerator.

One Tin Lined Box containing  
Theatrical and Fancy Costumes,  
Red Indian Tents and Santa Claus  
Costumes complete.

On View from Monday, the 2nd  
May, 1927.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,  
Auctioneers.

HONGKONG FOOTBALL  
LEAGUE.

CLUBS IN MEMBERSHIP ARE  
REMINDED THAT ALL SUG-  
GESTED ADDITIONS, AL-  
TERATIONS OR AMENDMENTS  
TO THE RULES OF THE ABOVE  
LEAGUE MUST BE SENT IN TO  
THE UNDERSIGNED NOT  
LATER THAN MAY 1st, in ac-  
cordance with League rule 25.

W. E. HOLLANDS,  
Hon. Secretary.

Hongkong, 24th April, 1927.

ROYAL ARTILLERY ATHLETIC  
MEETING 1927.

To be held on the United Services  
Recreation Ground, Kowloon, May,  
5th and 6th.

OPEN EVENTS:—

6th May.

One Mile Flat Race—Timed for  
3-10 p.m.

One Mile Relay Race—Timed for  
5-10 p.m. (220, 440, 880, 220, Yds.  
Teams of 4.)

Open to the Royal Navy,  
European Garrison (including  
H.K. & D.C.), Hongkong Police,  
and British Residents.

Sports to commence at 2-0 p.m.  
each day.

FANLING HUNT  
STEEPLE CHASES.

Saturday, April 30th, at 3.15 p.m.

ADMISSION TO PUBLIC EN-  
CLOSURE: \$1. LADIES FREE.

Admission to Subscribers En-  
closure on Production of Badge  
only.

Subscribers can introduce Two  
Ladies free and two non-members  
at \$5 each. Tickets obtainable  
from A. H. Potts, c/o Benjamin &  
Potts.

Special train leaves Kowloon  
2.07; return fare 1st Class: \$1.50  
2nd 90 cents. Free parking for  
cars off the course; \$5 each if  
parked opposite the stand.

Relss, Massey & Co., Ltd.  
Distributors.  
Queen's Bldg. Tel. C.578

WESTINGHOUSE ELECTRIC

THE NON-STOP WRITER

with the 25-Year Point

—a point guaranteed, if not misused, for 25 years and good for fifty

PARKER DUCFOLD is the pen you can lend without fear, for its point yields to any style of writing, yet retains its original shape.

Only the Parker has the Duofold Point—a point that gives you both life-long endurance and highest writing excellence. The skill to combine these two in a single point has made Parker Duofold the largest-selling pen in the world regardless of price. Sold by Stationers, Book-sellers, Jewellers and Departmental Stores where pens are stocked.

Distributors for China:

The Commercial Press, Ltd.

Honan Road, Shanghai

Parker Duofold

WITH A GUARANTEE OF 25 YEARS POINT

Overalls Size Double J. 31.00 Lady Double Size Intermediate size Writing for chateaux

Established 1912.

THE ROYAL SHOE STORE.

Ladies' Dancing and Walking Shoes.

also Lizard Skin Shoes

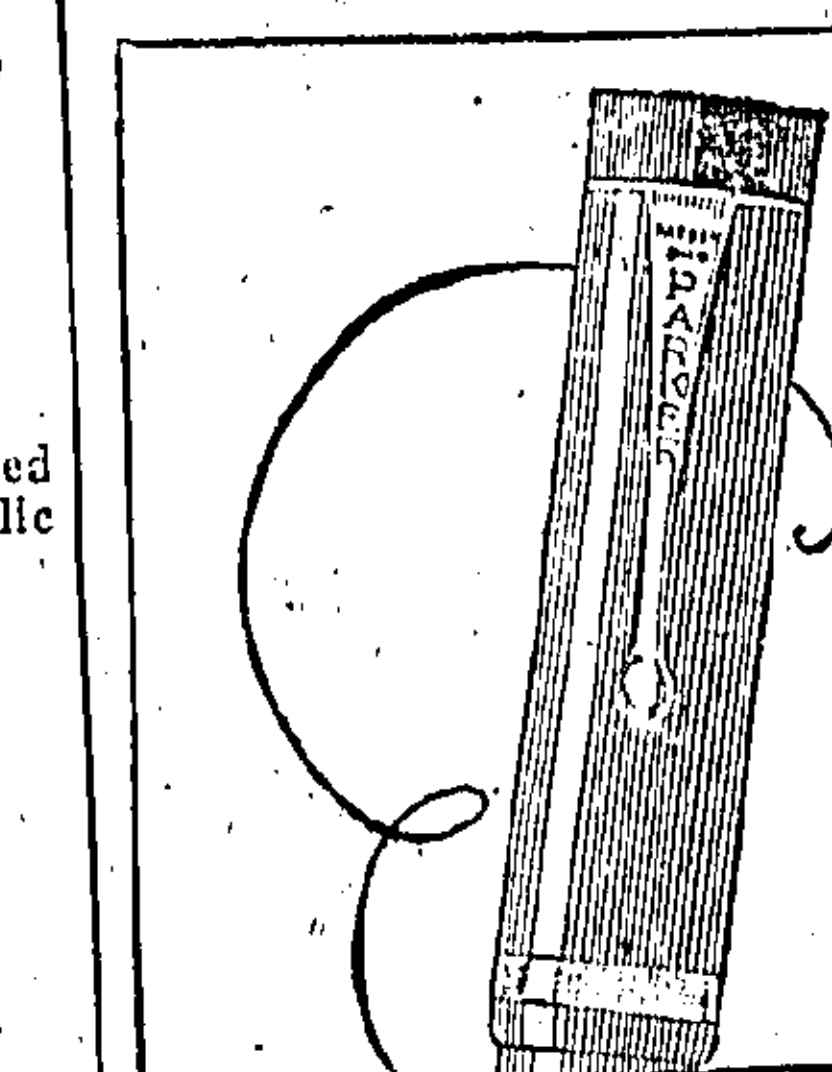
MADE TO ORDER

Expert Fit and Good Workmanship.

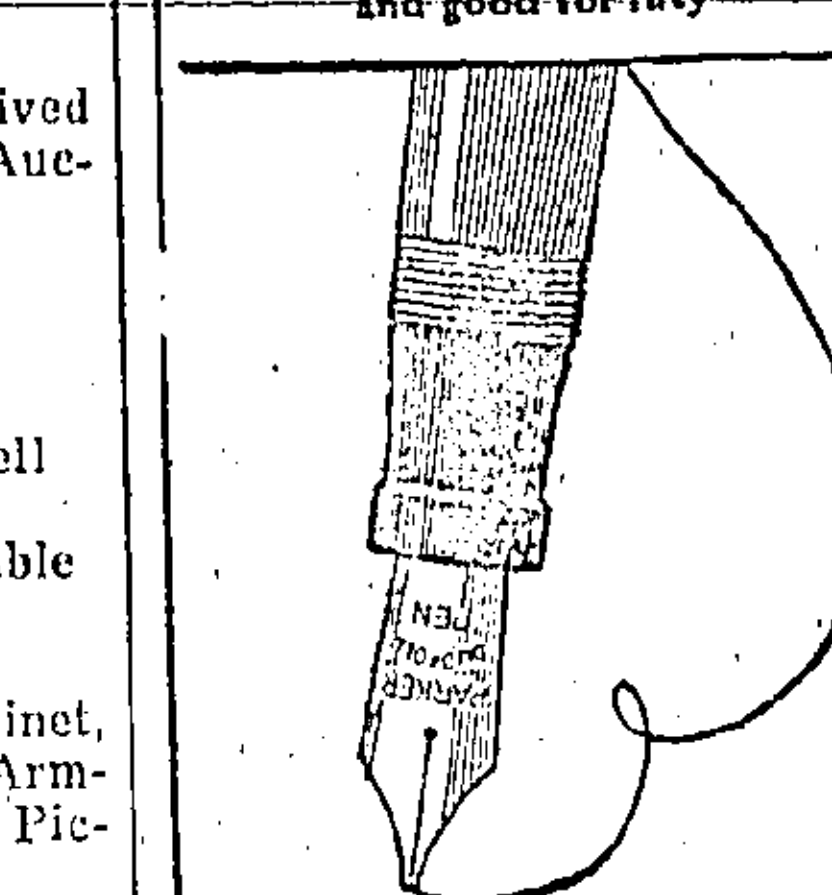
No. 1, D'Aguilar Street.

Opposite Yee Sang Fat Co

Telephone Central 3237.



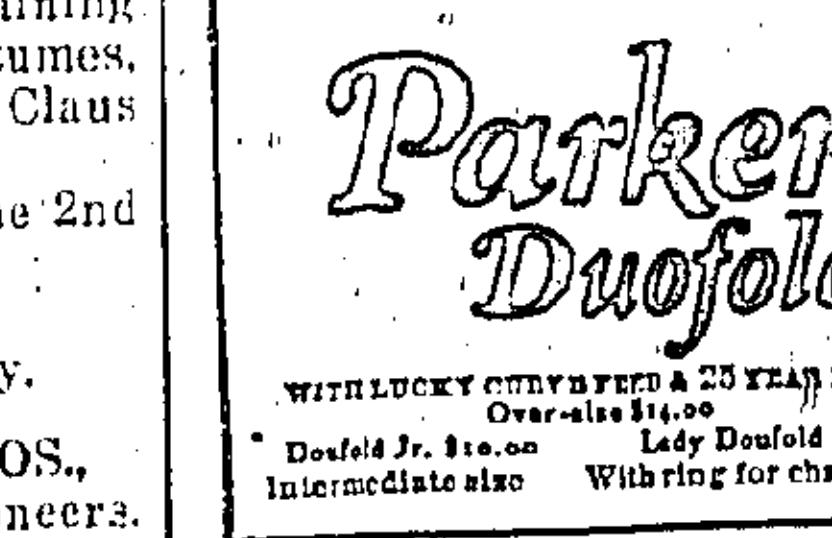
The Non-Stop Writer with the 25-Year Point



PARKER DUCFOLD is the pen you can lend without fear, for its point yields to any style of writing, yet retains its original shape.

Only the Parker has the Duofold Point—a point that gives you both life-long endurance and highest writing excellence. The skill to combine these two in a single point has made Parker Duofold the largest-selling pen in the world regardless of price. Sold by Stationers, Book-sellers, Jewellers and Departmental Stores where pens are stocked.

Distributors for China: The Commercial Press, Ltd. Honan Road, Shanghai



JUST ARRIVED! NEW RECORDS!

4546 (Sleepy Head. Perfume of the Past.

4527 Where'd You Get Those Eyes. You Need Someone To Love.

4556 I've Never Seen a Straight Banana. While the Sahara Sleeps.

4557 Am I Wasting My Time On you I'll Follow Your Footsteps.

4558 That's Why I Love You. Looking at the World.

4559 Only You and Lonely Me Dreamily Waltz.

4563 I Wonder What's Become of Joe When Its Twilight on Missouri

4568 For My Sweetheart. Here in My Arms.

4569 Black Bottom. Pretty Cinderella.

4476 Oh! Miss Hannah. Lonesome and Sorry.

TSANG FOOK PIANO CO.

8, Des Voeux Road Central

(Entrance Ice House Street.)

Telephone C. 4648.

FANLING HUNT STEEPLE CHASES.

Saturday, April 30th, at 3.15 p.m.

ADMISSION TO PUBLIC EN- CLOSURE: \$1. LADIES FREE.

Admission to Subscribers En- closure on Production of Badge only.

Subscribers can introduce Two Ladies free and two non-members at \$5 each. Tickets obtainable from A. H. Potts, c/o Benjamin & Potts.

Special train leaves Kowloon 2.07; return fare 1st Class: \$1.50 2nd 90 cents. Free parking for cars off the course; \$5 each if parked opposite the stand.

Relss, Massey & Co., Ltd. Distributors. Queen's Bldg. Tel. C.578

WESTINGHOUSE ELECTRIC

THE NON-STOP WRITER

with the 25-Year Point

—a point guaranteed, if not misused, for 25 years and good for fifty

PARKER DUCFOLD is the pen you can lend without fear, for its point yields to any style of writing, yet retains its original shape.

## GENUINE "KUMALAE" GOLD MEDAL (HAWAIIAN MAKE) UKULELE

PRICES RANGING From \$18 to \$25

at 11 a.m.

at Godown No. 21,

The Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon.

(for account of the concerned).

30 Cases Yellow Metal Sheetings

—Size 14½" x 48" each case con- tains 560 lbs. net.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auc- tion,

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the 3rd May, 1927,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of Valuable Household Furniture,

comprising:—

Teak Bookcases, Glass Cabinet, Chesterfield Couches and Arm- chairs, Desks, Carpets, Curios, Pic- tures, etc., etc.

Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wag- gon, Ice Chests, Dinner Crockery, Glass Ware Cooking Utensils, etc., etc.

also

A Few Pieces of Carved Canton Blackwood Furniture,

and

One Cottage Piano by Challen & Son.

One Cottage Piano by John Brinsmead and Son.

One Ricksha.

One Enweco Gramophone.

Two Enweco Cabinet Grama- phones.

One Cottage Piano by "Moutrie."

One White Frost Refrigerator.

One Tin Lined Box containing Theatrical and Fancy Costumes, Red Indian Tents and Santa Claus Costumes complete.

On View from Monday, the 2nd May, 1927.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

HONGKONG FOOTBALL LEAGUE.

CLUBS IN MEMBERSHIP ARE REMINDED THAT ALL SUG- GESTED ADDITIONS, AL- TERATIONS OR AMENDMENTS TO THE RULES OF THE ABOVE LEAGUE MUST BE SENT IN TO THE UNDERSIGNED NOT LATER THAN MAY 1st, in ac- cordance with League rule 25.

W. E. HOLLANDS, Hon. Secretary.

Hongkong, 24th April, 1927.

ROYAL ARTILLERY ATHLETIC MEETING 1927.

To be held on the United Services Recreation Ground, Kowloon, May, 5th and 6th.

OPEN EVENTS:—

6th May.

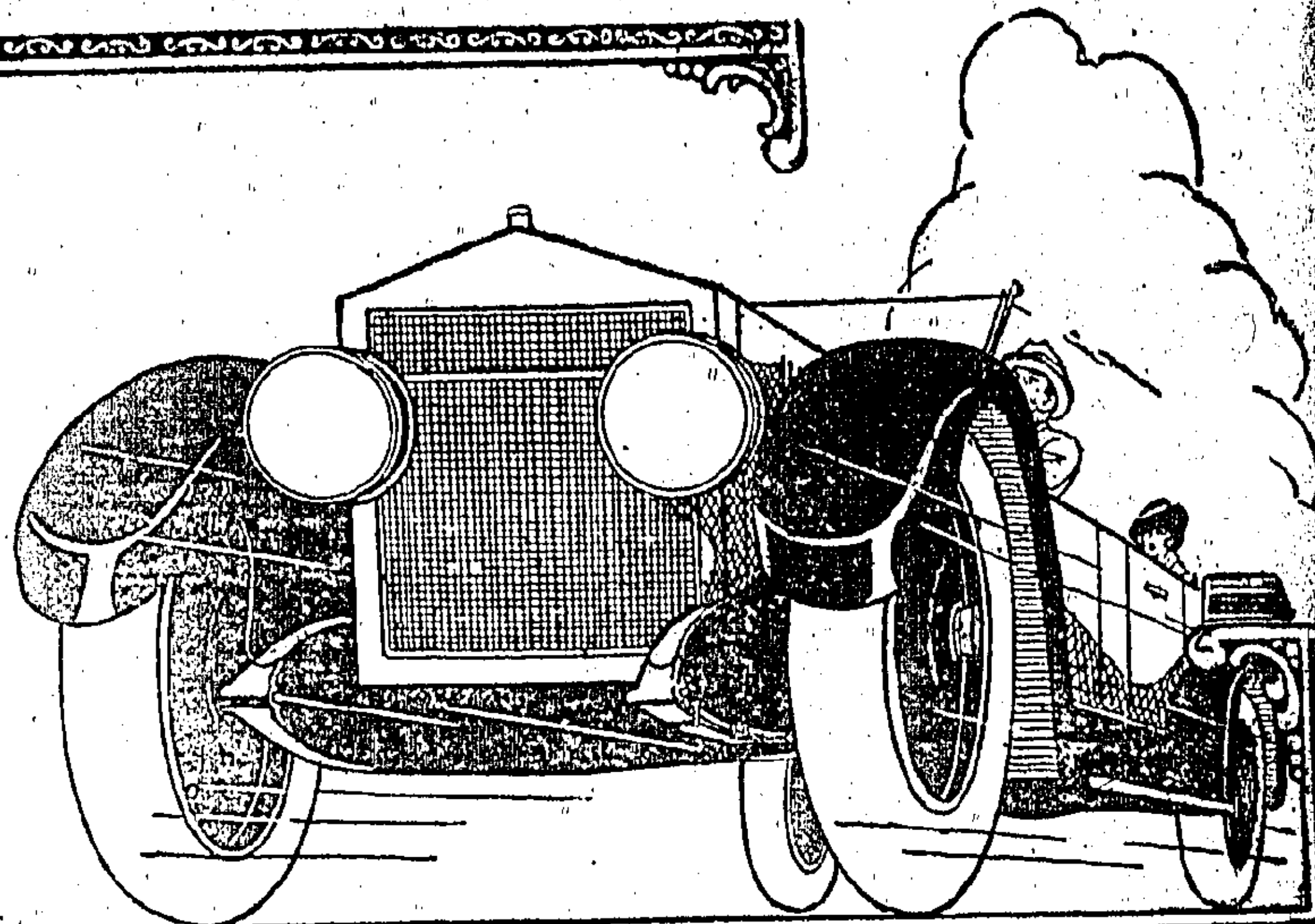
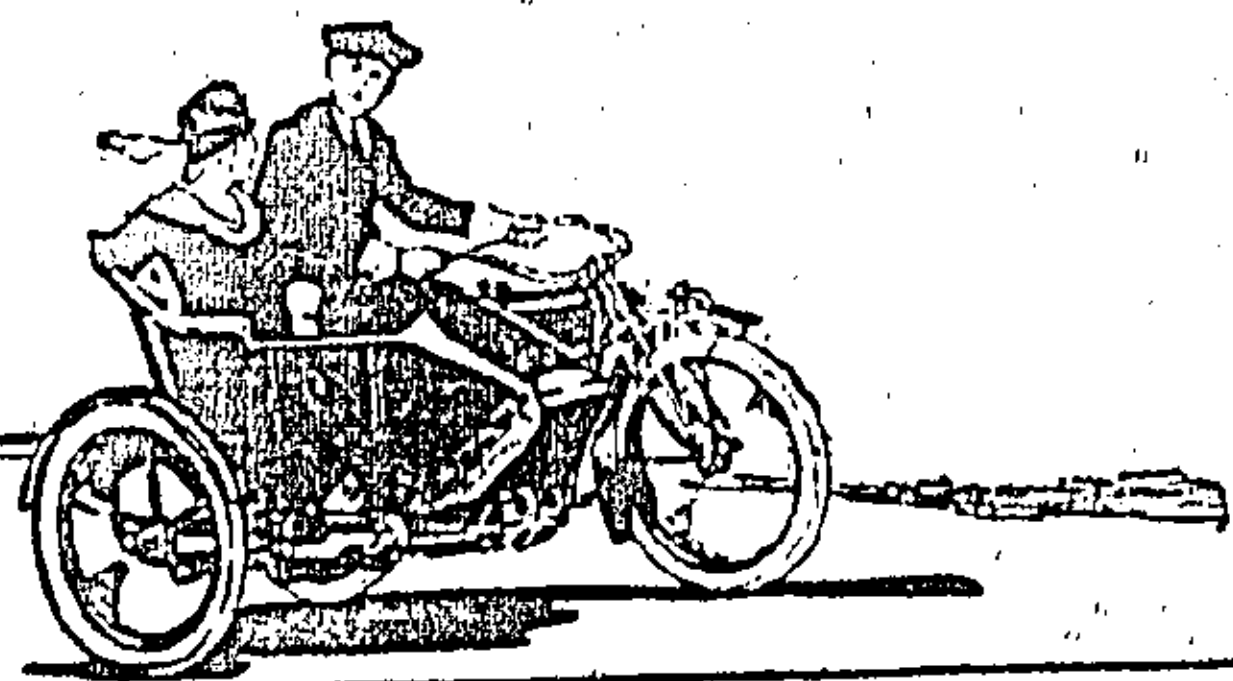
One Mile Flat Race—Timed for 3-10 p.m.

One Mile Relay Race—Timed for



# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH.  
SATURDAY, 30th APRIL, 1927.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



## CURRENT COMMENT

### Commercial Transport.

The automobile is gradually solving the problem of commercial transport in Hongkong and South China generally, and it is gratifying to notice new motor trucks and lorries on the streets. Unfortunately, the antiquated hand-hauled truck system still obtains, causing, as it so frequently does, obstruction and delay to other modern traffic. One of the most annoying aspects of these cumbersome trucks is that the coolies will persist in drawing them along the tram lines, and we sometimes wonder whether their track-width is specially ordered so that the wheels fit the tram-lines. That they do is quite evident, and it would appear to be something more than mere coincidence. The coolies are invariably reluctant to move over to the side of the road, and even if they do, the movement is a slow and annoying one. Either they should be prohibited on certain thoroughfares during specified hours, or the number licensed should be limited. With such a quicker and more economical service offered by motor traction, it is surprising that much merchandise is carried by so precarious a method.

### Bathing.

It is quite possible that Tai Wan Bay will be used as a public bathing beach this year, and should this be so, the public would appreciate a bus service there. No doubt one of the present Companies would be willing to provide transport facilities if approached. We imagine that a request from the K.R.A. would have the desired effect.

### Roads.

Conduit Road can be reached by the new road leading from Robinson Road, the whole length of the former thoroughfare now being passable. The new road is not in good condition at present, loose stones being strewn over the surface, thereby causing danger to tyres. This state of affairs will not last for long.

### Kowloon Ferry.

It is time something was done to show motorists the right road to use when approaching the Kowloon Ferry. It is true that a white line exists at the junction of Canton and Salisbury Roads, but apparently this does not apply to motor buses as they cross the line and approach the ferry on the right hand side of the ricksha shelter. If a motorist does this, his number is taken and he is probably summoned, although nothing is definitely laid down that he should keep to the left hand side of the shelter. We think this is hardly satisfactory, because, if it is deemed desirable that motorists should only use a certain portion of the roadway, surely notices should be exhibited. In any case, if the Authorities wish to enforce the present system, a regulation should be framed to cover it, because motorists would then hardly have grievance, it being generally accepted that ignorance of the law is not an excuse.

### Vehicle Testing.

When one looks round and studies the motoring conditions in Hongkong and the Peninsula, one cannot help being struck by the high degree of safety that exists, whether one be the much rated pedestrian or the more rated motorist. Hongkong's driving conditions are so self-

parent that there is no obligation on us to point them out, and the part the Traffic Department plays in ensuring such safety is very big. It is generally known that all public vehicles and lorries are regularly tested, and are not allowed to run until they are brought to the required state of efficiency, but it was not until recently that such vehicles in the New Territories came under supervision. A short while ago it was decided that vehicles in the New Territories should also be regularly tested, and the results have shown that such action was not too early. Drastic action has been taken with the result that a large number of lorries have been taken off the roads. With very few exceptions lorries were found to be in bad condition generally, and as they were largely used for carrying passengers as well as loads, the danger attendant on their journeys is apparent.

### Former Services.

Formerly services from Sheung Shui to Un Loong Market were run by the Nam Hing Bus Co., and also the Duro Garage ran a big Burford bus from Lai-chikok to Un Loong Market. The licence for carrying passengers is \$240 per year, while a lorry licence only amounts to \$24 during that same period.

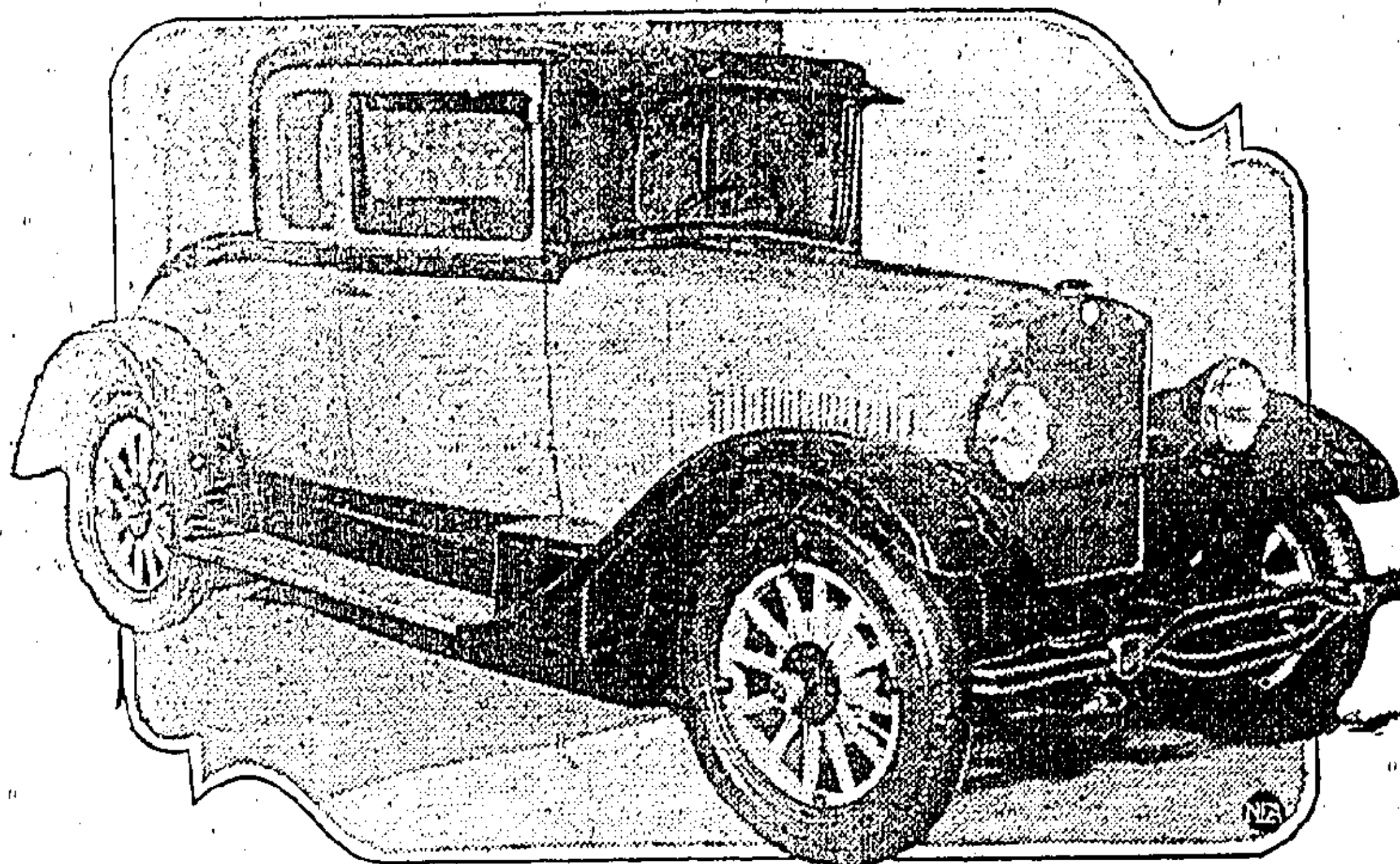
### Unfair Competition.

Although in contravention to the regulations the lorry drivers competed against the passenger buses, and because of the small fee for a licence, and apparently negligible amount spent in repairs and upkeep of the lorries, they were able to "cut" the passenger buses, with the result that what might be termed safe passenger service was used less and less. As a result the passenger buses stopped running, and the lorries, which have been found to be generally in a dangerous state, continued to carry passengers in addition to goods. It was not uncommon until recently, to see a lorry loaded up with timber or farm stock travelling along the road, with coolies sitting on the sides of the body and in the driver's seat. This overloading added a serious danger to the road, as owing to the general bad condition of the vehicles, and inefficiency of the brakes, anything was liable to happen. When coolies have been riding so, a sudden swerve of the lorry has thrown more than one into the road, usually causing serious injury, and in some cases death. Consequently, it cannot be said that anything like safety could be guaranteed in the New Territories passenger traffic, but now the Police have stepped in that has altered, and as a result of their special efforts, the unfair competition will be removed, and a safe bus service will be possible.

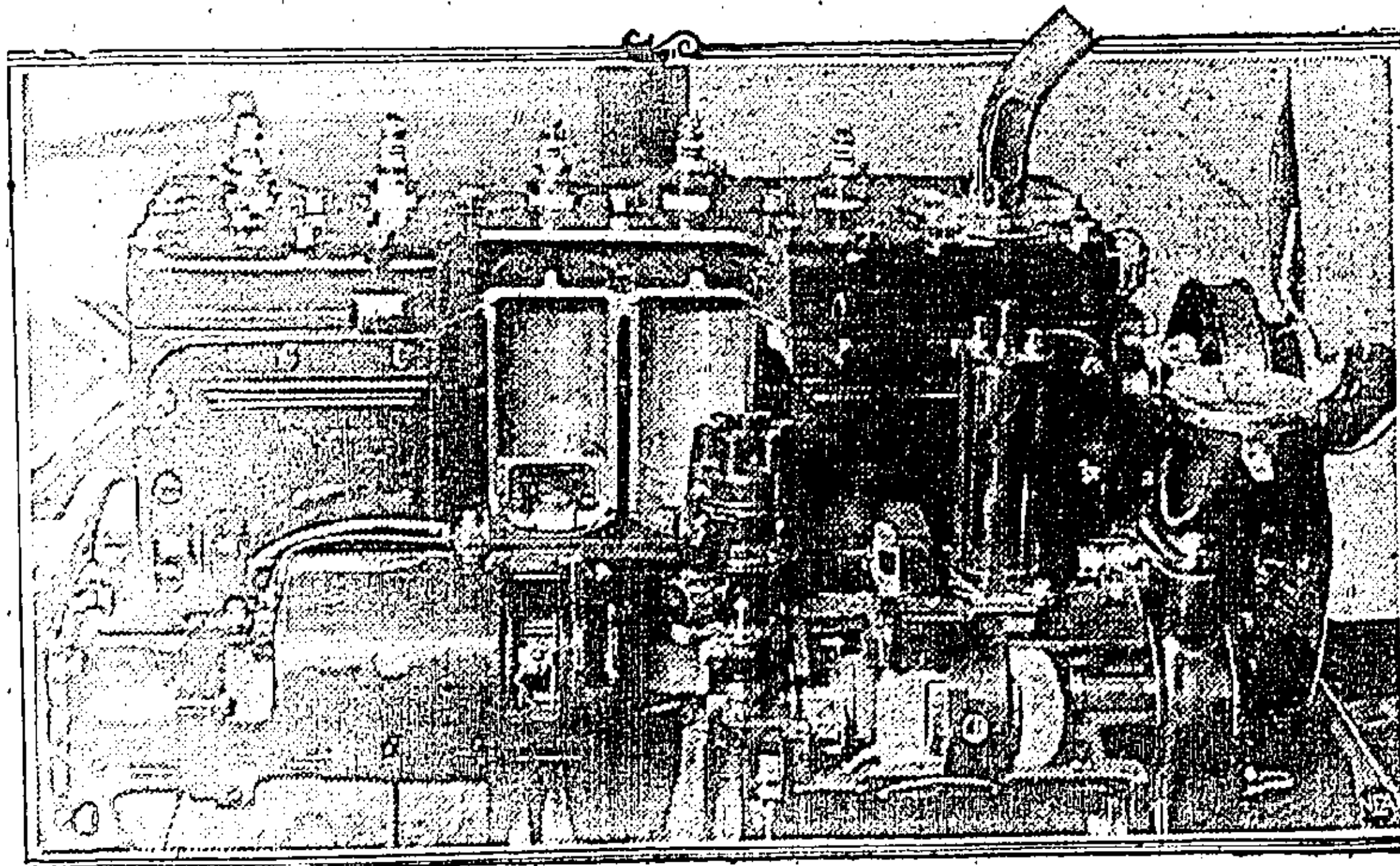
### New Services.

In view of the action taken by the Police Authorities, new services in the New Territories will shortly be re-commenced. The Cheung Mei Bus Co., which has been newly formed as a Bus Co., will commence a service from Lai-chikok to Un Loong Market, via Castle Peak in about a fortnight's time, with one 30 cwt. bus. The body which has been built at Shamshui, was designed under Police Supervision, and is in conformity with the local regulations ruling in the New Territories, which are that a vehicle shall not weigh more than 2 tons when fully laden. This bus will be fitted with four wheel brakes,

## AFTER 75 YEARS OF CARRIAGE BUILDING.



Studebaker celebrates its seventy-fifth anniversary—wagon and motor—with the American introduction of the Erskine 6, a European type of light, high-powered car. The all-steel bodies are designed by Dietrich and include a custom sedan for five, a custom coupe for four, a business coupe for two and a five-passenger touring. Closed models have unusually low top lines, the model shown being only 67 1-2 inches in height.



Close-up of the power plant of the Erskine 6, the "cut-away" showing the small piston displacement. It is an L-head type of motor, with a 2 5-8 inch bore, a 4 1-2 inch stroke and a total displacement of 146.1 cubic inches. It develops 40 horsepower at 3,200 revolutions per minute.

## A NEW MODEL

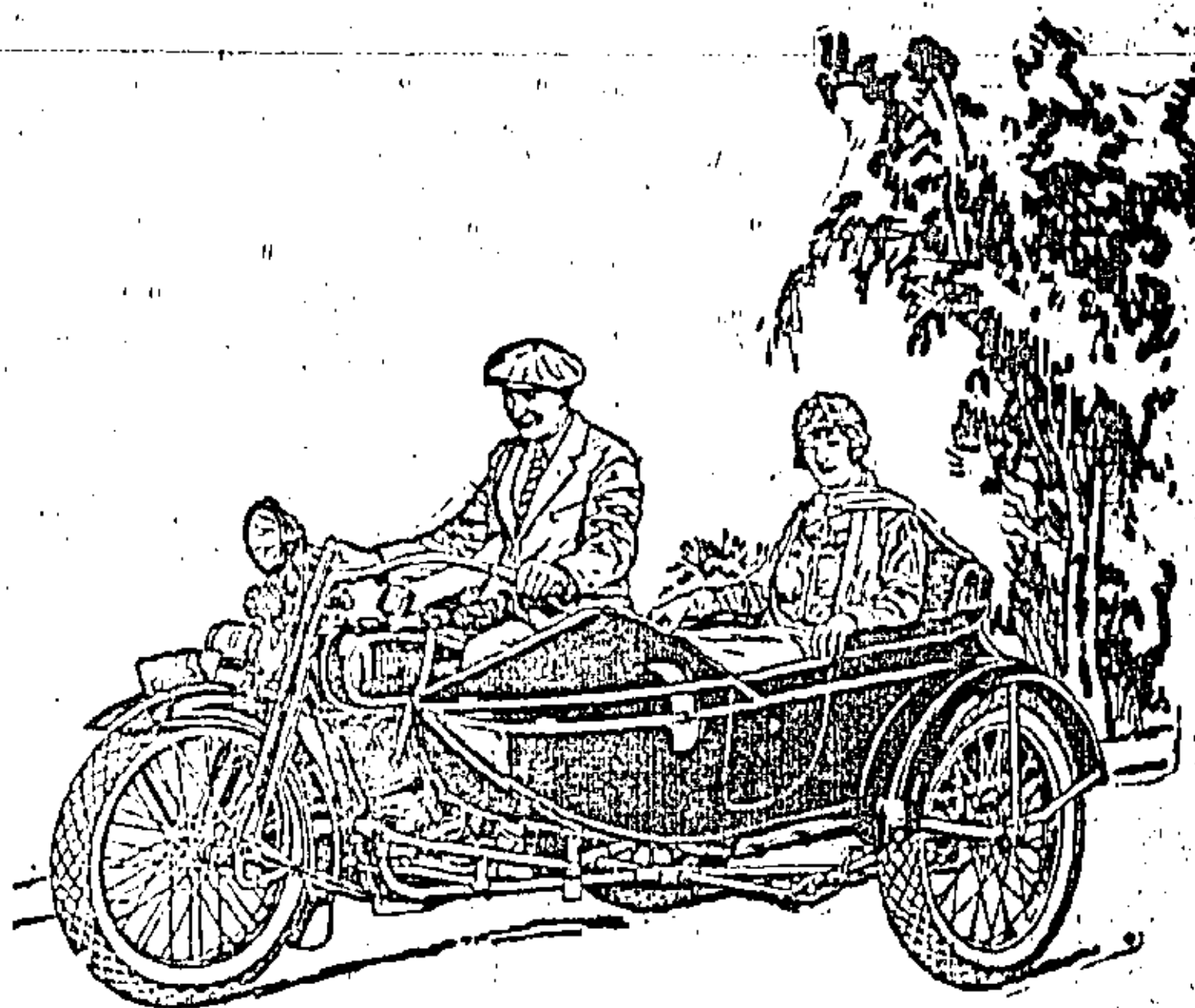
### The Erskine Six Now Here.

The introduction of the "Erskine Six" has met with great success both in the United States and Europe, and is further evidence of the enterprise and ability of the Studebaker engineers. Experts have universally agreed that the progress of motor development has been advanced to a considerable degree by this model. We understand that the local agents, the Hongkong Hotel Garage, are now showing these cars at their Queen's Road showroom.

vacuum servo operated, and will carry 16 passengers. The body has been designed to suit the traffic for which it is to be used, which is mainly the conveyance of coolies, while provision has also been made for 4 first class passengers. Allowance has also been made for the carrying of a certain quantity of goods. Two or three more 13 cwt. buses will be put on the road as the service warrants. The Nam Hing Bus Co. will also re-commence operations with a 12 passenger bus shortly.

Miss Doris Hinton, of Chilwell, was listening to a radio when she suddenly put down the headphones, lay back and went to sleep. That was four years ago. She remained unconscious for more than a year. Under con-

tinuous treatment by specialists she is slowly recovering. Although still unable to speak, she has regained her sight and can write letters. Physicians, though puzzled by the malady, believe the girl will become entirely normal.



## ANSWER THE CALL OF SPRING— DO IT WITH A HARLEY-DAVIDSON

Get Astride a Harley-Davidson motorcycle and let it carry you with the velocity of the wind, if you wish, over winding, shaded roads to the beauty spots of nature.

Know the joy of having in control power that will propel you and your mount over steepest hills without apparent labour. Ride slow, ride fast, as you will, as the mood moves you. Travel trails impassable to automobiles, see the out-of-the-way unique spots.

The joy of such sojourns is not limited to the wealthy man only. It is within reach of every man with an income.

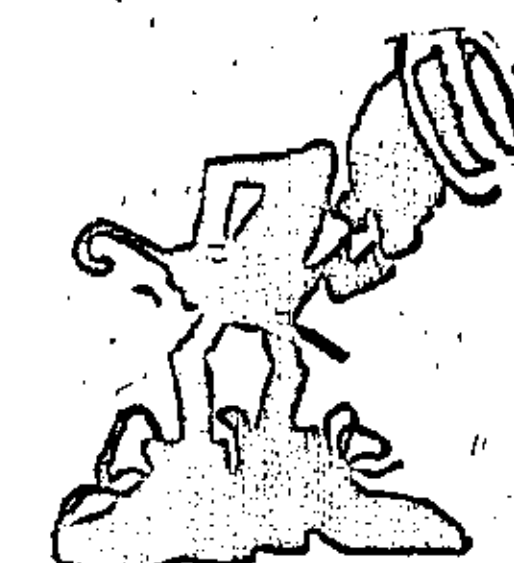
Dependable, economical and highly enjoyable transportation can be yours if you own—

A HARLEY-DAVIDSON MOTORCYCLE.

## THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)  
Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



## GIVE ME A PAIR OF SHOES . . . ANY OLD PAIR . . . WILL DO!

You never step into a shoe store and say, "Give me a pair of shoes . . . any old pair will be all right." You know that shoes must fit exactly. A size too large will cause a blister. A size too small will bring an ache.

Engines are of different sizes and shapes, too. The clearances between parts, the oil feed systems, operating temperatures . . . must be fitted with exactly the right body and quality of oil. An oil too heavy will not flow easily. A light oil will not maintain complete oil film. Cheap oils "crack"

The grade of Mobiloil recommended in the Mobiloil Chart fits your motor perfectly. The Chart is made by engineers . . . it is endorsed by 609 automotive manufacturers . . . proved correct by millions of motorists.

Don't ask for cheap oils, any more than you would ask for a cheap pair of shoes. Mobiloil will last twice as long as ordinary oils . . . will give you more full-powered, trouble-free miles.



VACUUM OIL COMPANY, HONGKONG



## THE MOTOR UNION

INSURANCE CO. LTD.

### LIBERAL CLAIM SETTLEMENTS

For full particulars apply to:—

THE UNION TRADING CO., LTD.

Prince's Building.

Phone Central 587.

## CHINA UNDERWRITER, LTD.

FOR

ALL CLASSES

OF

## MOTOR INSURANCE

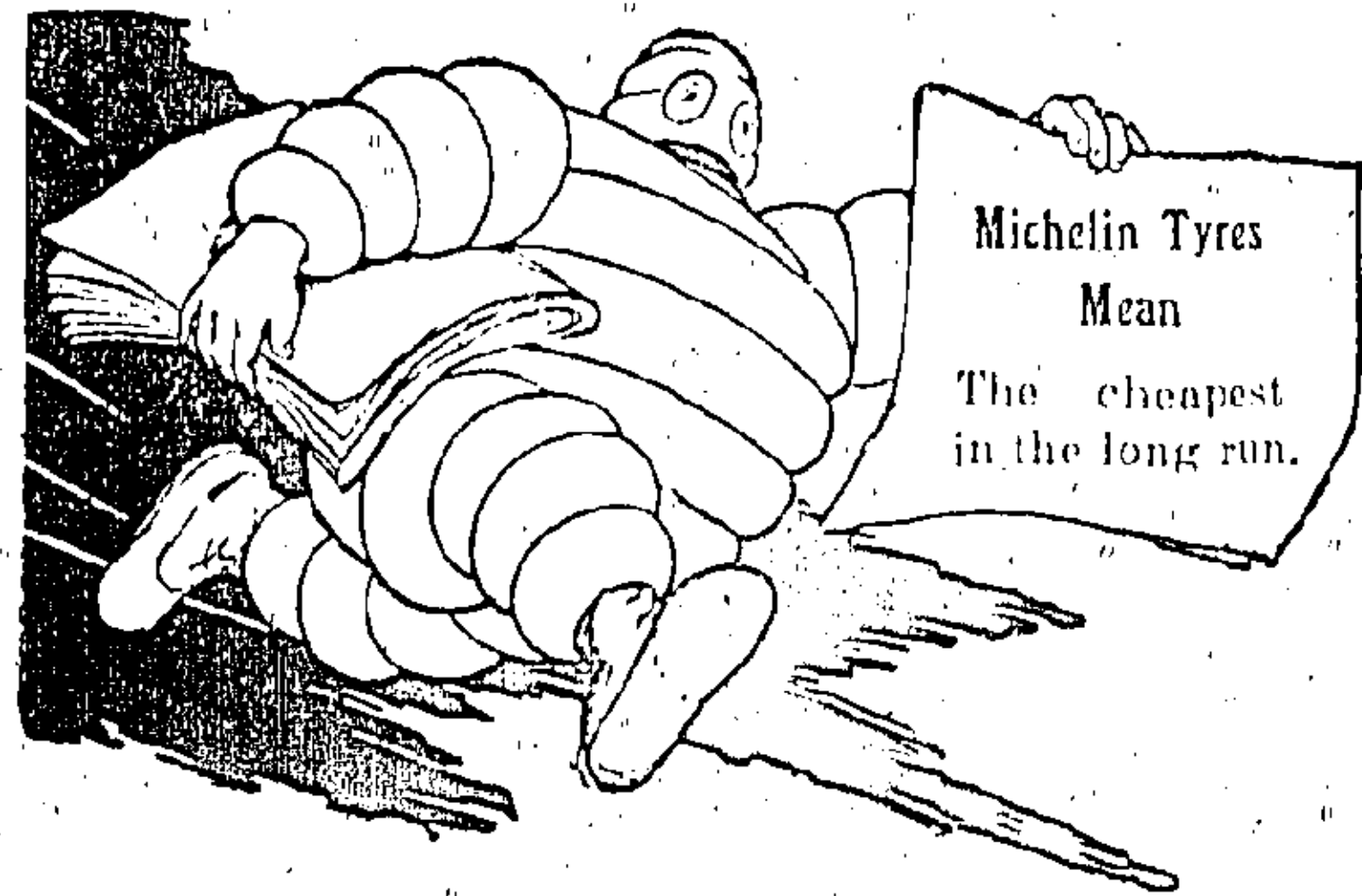
WRITE FOR PROSPECTUS

HEAD OFFICE:—

TELEPHONE:—

ST. GEORGE'S BUILDING, HONGKONG.

C. 1121-2



Shipments arrive every week from France to ensure fresh goods only.

J. GIBBS & CO., BANK OF CANTON BUILDING  
Phone C. 704

## BRITISH MOTOR CYCLES.

Progress by A.J.S. in 1926.

The long list of successes won by the A.J.S. Machines in the year just closed goes once more to prove that these British-built Motor Cycles are still, as in days of yore, supreme throughout the world, alike in design material, workmanship and service.

And whether they were entered in short speed runs or for long gruelling tours over rough country roads, 1926 witnessed the addition of many notable victories to the ever-growing roll of honours won by the A.J.S. Machines, of which it has been aptly said they "span the hemisphere."

Among the more recent of the world-wide successes of A.J.S. Machines in 1926 may be mentioned the securing of highest awards in the Scottish Six Days' Trial, the International Six Days' Trial, the Victory Cup Trial, the Travers Trophy Trial, Reliance Cup Trial, the Western Centre Open Reliability Trial, the London-Lands End Trial, London-Exeter Trial, etc.

In speed events at home A.J.S. Machines made the fastest laps on record in the 1926 International T.T. Races in the Isle of Man, a 500 c.c. A.J.S. making a speed of 69.68 m.p.h. from a standing start on the first lap, and 70.43 m.p.h. on the second lap, the average speed for the two laps being 70.1 m.p.h. Last year's Amateur T.T. also saw the A.J.S. Machine conspicuously in the Senior race, winning by a margin of 12 minutes from the second man, and also establishing the fastest lap at 62 m.p.h. A.J.S. Machines won the 350 c.c. class Scottish Speed Championship, the 350 c.c. class Welsh T.T., the 10 miles Welsh Championship, the Leicester 100 miles Road Race, and also made the fastest lap in the Irish Championship.

Further afield the victories of A.J.S. Machines in 1926 included amongst others, the following events:—The Australian Junior and Senior Grand Prix Races; in the Australian Silver Cup Race, First and Second places were gained, a 500 c.c. A.J.S. making the fastest lap at 93 m.p.h. The Natal 100 miles Handicap Road Race was also won by an A.J.S. 350 c.c. Machine and Sidecar, and in the Salisbury (Rhodesia) M.C. C. Hill Climb A.J.S. 500 c.c. was first, making fastest time of the day. In Japan, First, Second and

Third places in the Speed Championship of Western Japan were taken by A.J.S. Machines, which were also winners of the Junior T.T. Race and the Senior and Junior 150-miles Osaka-Amanobashi Road Race.

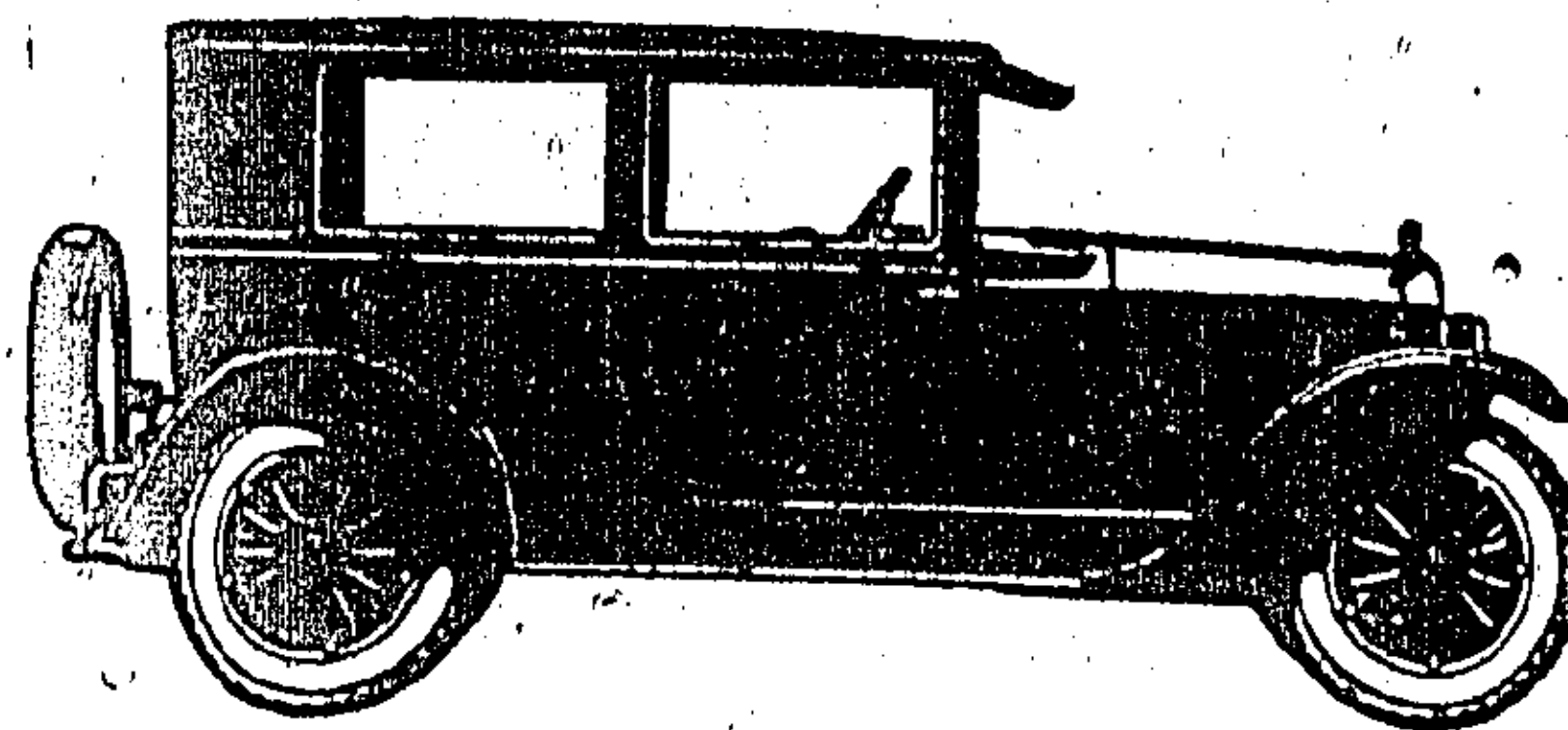
Nearer home, in Spain, the Castilla-Cataluna Race, a 3.49 h.p. A.J.S. broke all records for general classes, covering the 76 miles at an average speed of 74.05 m.p.h. Also first in 350 c.c. class, making the record fastest lap at 77.78 m.p.h. In the Robassada Hill Climb, A.J.S. were first in the 350 c.c., 600 c.c., and 1,000 c.c. Classes, also making record time in the 600 c.c. Class for the hill. In the Sabadell Reliability Trial (185 kms.) an A.J.S. 500 c.c. and Sidecar was first and made fastest time. In the Barcelona-San Sebastian Race the Silver Cup was won by a 4.98 h.p. A.J.S. and Sidecar.

The German Grand Prix was won by a 350 c.c. A.J.S., which also made fastest time of all classes, including up to 1,000 c.c., at 85.24 m.p.h. The "Solitude" Race was also won by A.J.S. 350 c.c., the same model being first in the 500 c.c. class. Gorlitz Race and making fastest time of the day. In the Zoben Hill Climb, an A.J.S. 3.49 h.p. secured First and Second places in the 350 c.c. class, and First in the 1,000 c.c. class. Also First in 500 c.c. Class, making fastest time of the day. In the Sports Tagblatt, Gratz (Austria), four 3.49 h.p. A.J.S. took four First class Awards. In Belgium the 4.98 h.p. A.J.S. was First and made record time in the Grand Prix d'Europe in the 500 c.c. Class. First position and the Terry Gold Cup was taken by a 3.49 h.p. A.J.S. in the 350 c.c. Class, and two special Gold Medals were awarded.

Among other unique performances by A.J.S. riders in 1926 may be mentioned a rider who won all the 26 events he entered for at one meeting, while another claims to have made a world's record long jump, clearing 62 ft. 3½ ins. on a 3½ h.p. A.J.S. The latter rider also won a 15-lap race on the Pretoria Race Course, riding the three last laps without the back tyre—splendid testimony alike to the sturdiness of the Machine and the sportsmanship of the rider.

Put briefly, the honours gained by A.J.S. Machines in 1926 included the following:—

168 First, 64 Seconds and 33 Thirds; 59 Gold, 53 Silver and 49 Bronze Medals; 61 Trophies and Cups, 32 First-class Awards, and 26 Fastest Times of the day.



## ESSEX COACH

The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company that the public actually goes riding in Hudson and Essex Cars before the commitments for most of the raw materials are due for payment.

### ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	GS1,150
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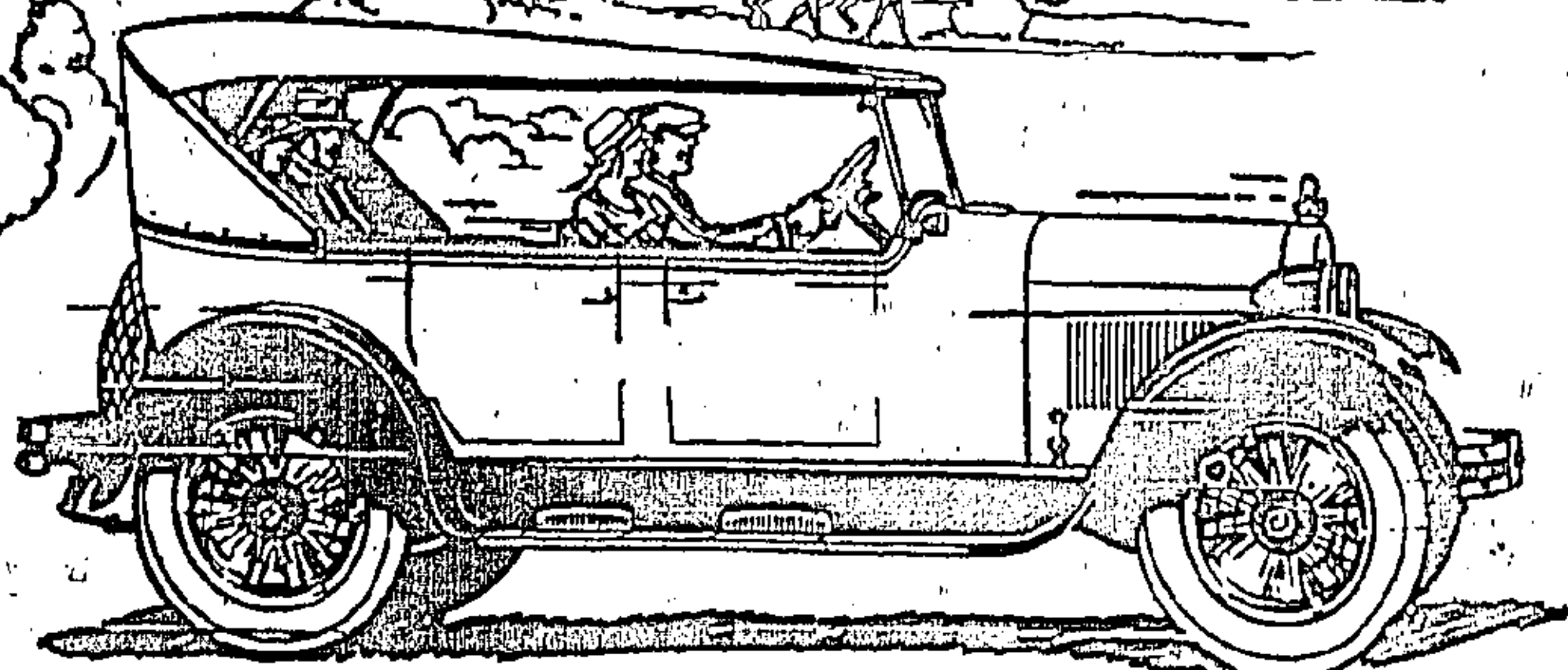
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## DODGE BROTHERS COMMERCIAL CARS

## MOTOR-CYCLING.

Hills That No Longer Defy Conquest.

Motor-cycles, even the light-weights, have become so efficient and powerful that the hill-hunter is now often at a loss to find gradients that will really test his machine unless he lives in the hilliest parts of the country.

Hill-climbing is one of the few thrills left to the sporting motor-cyclist, and this triumph of machinery over nature is in a way a little sad.

High speed as it is understood to-day is rarely possible and still more rarely desirable on the road. In fact there are few machines that can be let full out with safety except on the track or at supervised trials on the sands or private roads. And many amateur motor-cyclists cannot spare the time for track work. They try to get their fun by letting their mounts loose on stiff hills, but to-day the worst hills are being turned into hillocks by the ever-growing power output of these miniature engines.

### Easy Conquests.

Trials organisers spend hours searching for gradients sufficiently fierce to satisfy competitors, but rarely with success. No sooner is a new hill discovered than up comes a crowd of enthusiasts to conquer and even make light of it.

The Camberley Motor Club organisers of the Southern Scott Scramble, for which entries are now being received, are in a particularly happy position. They have in their neighbourhood a large expanse of common land, and the War Office gives permission for its use as a cross-country course for motor-cyclists.

Here, unrestricted by roads or the exigencies of traffic, the organisers are able to lay out a course that appeals to the hunger of the hill climber. The route is 24 miles, which has to be covered twice. Most of it is cross country.

Bean

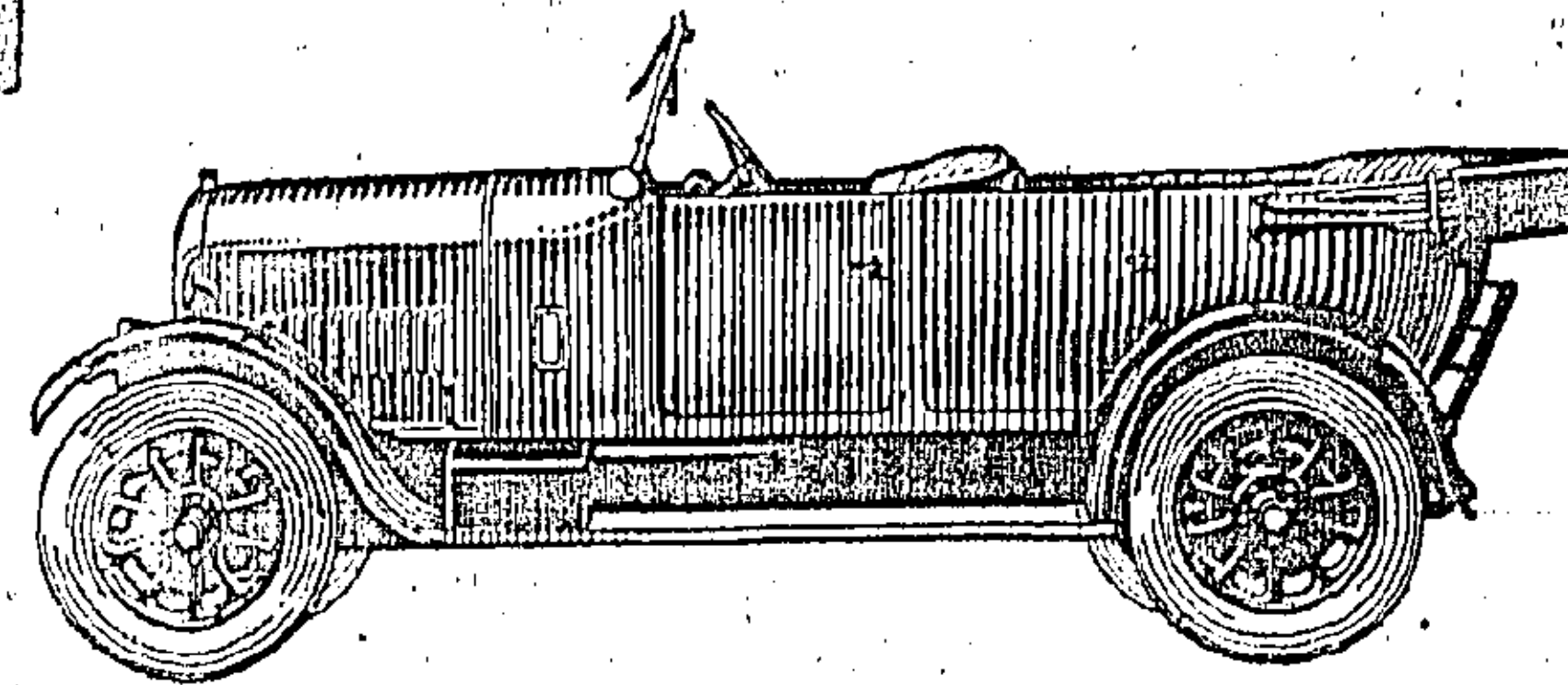
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# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

## WORM-DRIVEN PASSENGER CARS.

Although in common use for years past in England and the Continent, it is only during the present season that the worm-drive has appeared upon a regular production model of American passenger car, notwithstanding the fact that it has been accepted practice on American trucks for a long time.

## TYPE OF GEARS EMPLOYED.

The form of worm-and-worm-wheel final drive here referred to, may be considered as closely related to the spiral-gear drive, commonly used for operating the distributor and other auxiliaries on engines, and because of the nature of the tooth action and the large contact areas involved, is perfectly silent, remaining so indefinitely, if adequately lubricated. The form of worm used is the multiple-thread variety and, contrary to the mistaken belief of many motorists, this gear is perfectly reversible with free coasting qualities and an efficiency as high as any other form of final drive.

## DIFFERENT RATIOS READILY OBTAINABLE.

While its permanent silence is its chief claim to superiority, it possesses the further advantage that a very wide range of reduction ratios can be obtained with it, with relatively slight change in position between the driving and driven shafts—in other words, within the same housing. With the large reduction ratios, employed with modern high-speed engines, a very large ring gear and a correspondingly large housing is required, while with worm drive a housing of smaller spread may be used and still be roomy enough to permit the substitution of gears producing widely differing reductions.

## STARTER GEARS DON'T MESH.

Question.—When I press the starter pedal of my car, the motor whirrs, but the engine does

not turn over. This is a manually meshed drive and all gears seem O. K. Upon operating this starter with cover-plate removed, the large idler gear seems to mesh with the motor gear, but the small idler gear fails to engage with the flywheel. Apparently the flywheel is too far forward to permit engagement. How could this occur? Can you suggest what the trouble is?

Answer: Any change in flywheel position seems impossible and it can hardly be that the starter unit has moved, as it is bolted down and positioned on dowels. More likely the gear-shifting arm has become bent or loose on its pivots or the spool on the idler shaft, with which the lower end of the shifter arm engages, is worn. Any of these defects would reduce the travel of the small idler gear, possibly so much that it would not mesh with the flywheel gear. The rear edges of the flywheel gear teeth may be more chipped than they appear to be, making necessary a longer meshing movement than originally required.

## CLUTCH DRAGS FROM THICKENED OIL.

Question.—In order to start the engine of my Ford car, after it has stood overnight in the garage, I have to jack up the rear wheels, put the gear into high and spin the rear wheels by hand. After the engine runs for a short time, if I pull the hand lever back, the engine pounds and then stops, but after running the car for a mile or so, it begins to operate all right. What is the reason for this?

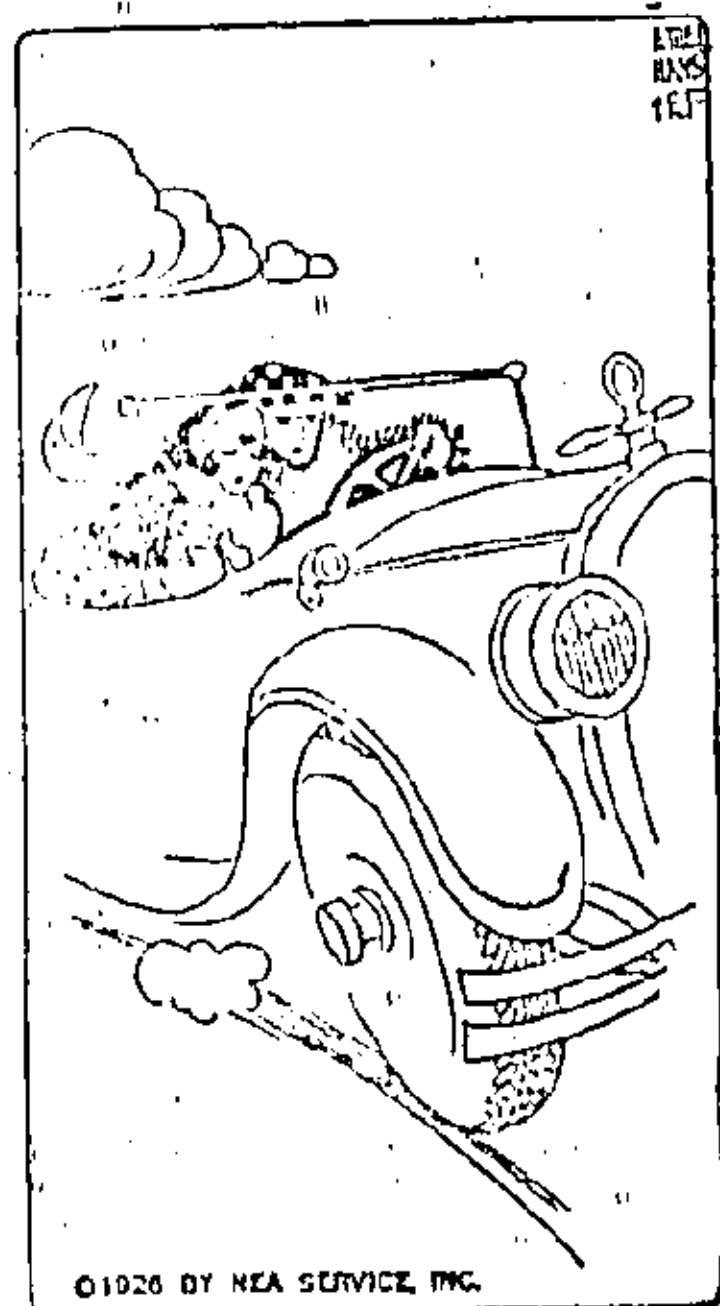
Answer: The fact that you have this trouble while your engine oil is cold and that it clears up, when it becomes warm, is pretty good evidence that you are using oil which is too heavy and too much affected by cold. If you will discard your present oil and substitute a light oil that thickens a minimum amount with cold, you should have no further

trouble, assuming that your clutch, rear-wheel brakes and other transmission controls are correctly adjusted.

## CAUSE OF COIL BURNOUTS.

Question.—What causes ignition coils to burn out? Several of them have burned out on my car. Garage men tell me that this accident is caused by the ignition switch being left on, but this has never happened with my car.

Answer: Failure of insulation is the cause of coil burnouts, but excessive heating of the primary winding may deteriorate the insulation so that it gives way. This overheating is caused by too large a current flowing in the primary ignition circuit and this may be caused by too high voltage of the electrical system or by absence of sufficient ballast resistance in series with the primary coil. Leaving the switch on, with the engine stopped, does sometimes cause burnouts as the full current then flows continuously and not intermittently, as in normal service. Every coil is made to carry a certain primary current, which should not be exceeded and in installing a new coil, you better have the amperage drawn by it measured to see that it does not exceed the normal. You might also have the voltage of your electrical system tested, to see that it is not at times excessive. Possibly the ballast-coil or resistance-unit of your ignition system may be short-circuited, thus letting an abnormally large current flow.



Sometimes when a girl is dreamy-eyed she may be dreaming of the other fellow.

## 200 MILES AN HOUR.

## Three-Ton Twin-Engined Car.

The following interesting article by H. Massac Buiet appeared in the *Observer* shortly before Major Segrave established his record.

At the moment Major H. O. D. Segrave has not the earliest opportunity to be the first man to travel on land at three miles a minute, otherwise, at 180 m.p.h.; but, paradoxically, he has the best chance of being the first man to ride in a car at 200 m.p.h. The explanation of this seeming contradiction is that, though the 1,000 h.p. twin-engined Sunbeam car is ready, it is too fast for any open stretch in this country; therefore it will leave England on Wednesday next on the Berongaria for the United States. There—with twenty miles of straightway—he will make his first attempt on world's short distance records at Daytona Beach, Florida, about March 20.

There is no remote possibility of Major Segrave putting up the greatest speed performance by travelling faster than any man has done before, because not aeroplanes merely, but seaplanes now travel at over 266 miles an hour, wind conditions neutralised. Nothing on land, or water, can hope to move as fast as man passes through the air, though he has only begun to ride the wind, and will increase speed with the lapse of every year.

1,500 C.C. Contrasted With 4,888 C.C.

In measure as you add to car speed, various intricate problems arise to be dealt with. Much of the knowledge gained concerning wind pressures from aviation practice is applicable—by entirely distinct formations because the problem is utterly different—to motor-car practice. Credit is due to Mr. Louis Coatalen for having produced on behalf of the British industry, in the 1,000 h.p. Sunbeam car, the first machine built specially to attempt short distance world's records which looks, and is, a thoroughbred of its kind. Its advent outdates everything of this sort, a remark which applies particularly to the chassis.

Few motorists seem to realise that the two twelve-cylinder engines used were designed, and examples of that type were actually built, before the Armistice was granted to the Germans nine years ago. Further, when constructors are making such remarkably running with the Grand Prix car types having 1,500 c.c. supercharged engines, which propel some of these chassis at 136 m.p.h., it is interesting to note that each of these 60° V-type twelve-cylinder Sunbeam engines has 22,444 c.c. cylinder content. They are merely adapted to their current purpose, having been designed for aircraft service.

It is a remarkable tribute to Dunlop that their experiments in evolving giant special thin tread type low pressure tyres have justified the Sunbeam engineers in risking the transmission of 500 h.p. through each of two tyres, for a four-wheel drive is not employed, though, of course, that will be used one day. It has been available in France for nearly a score of years for utility vehicles.

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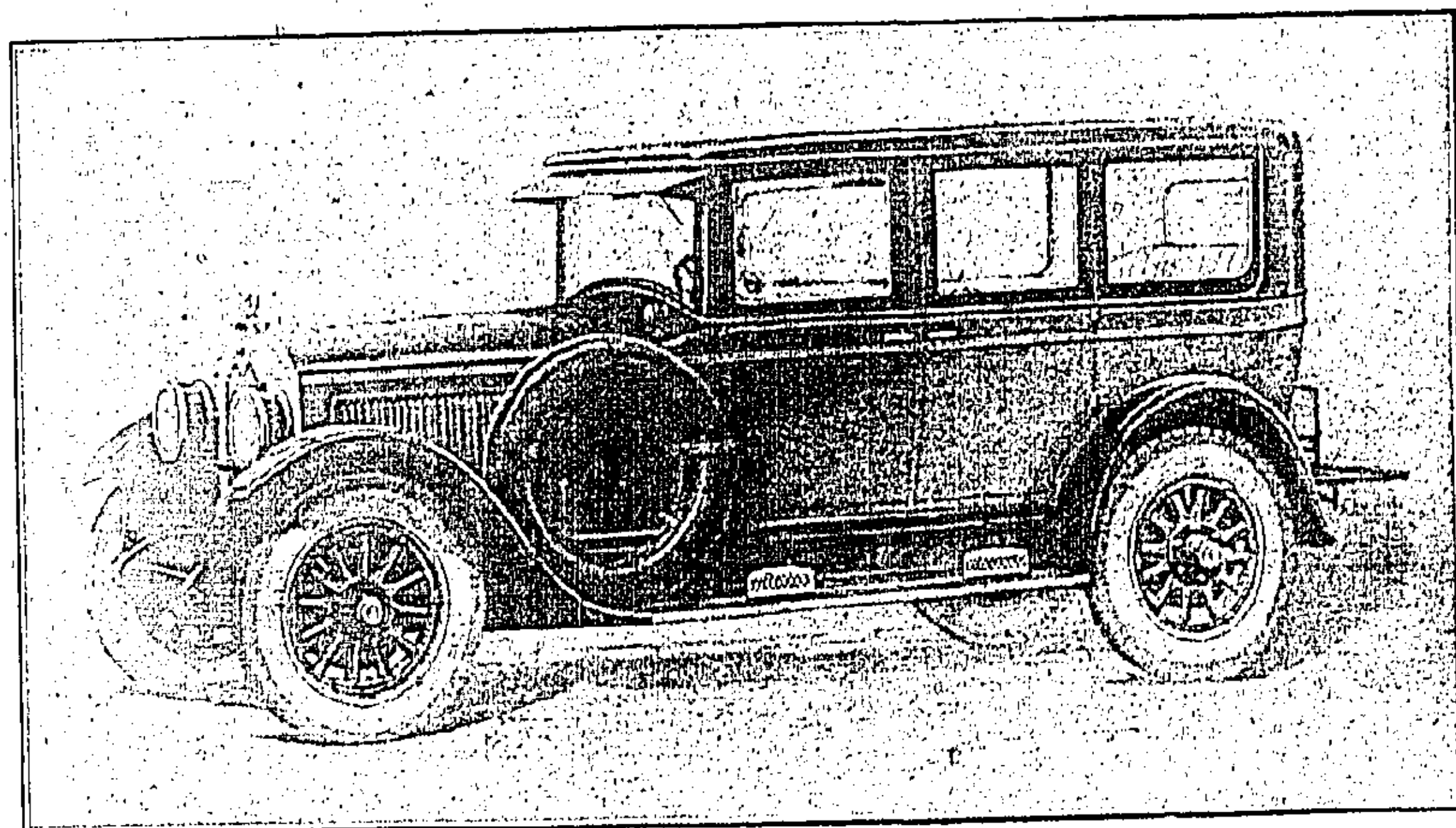
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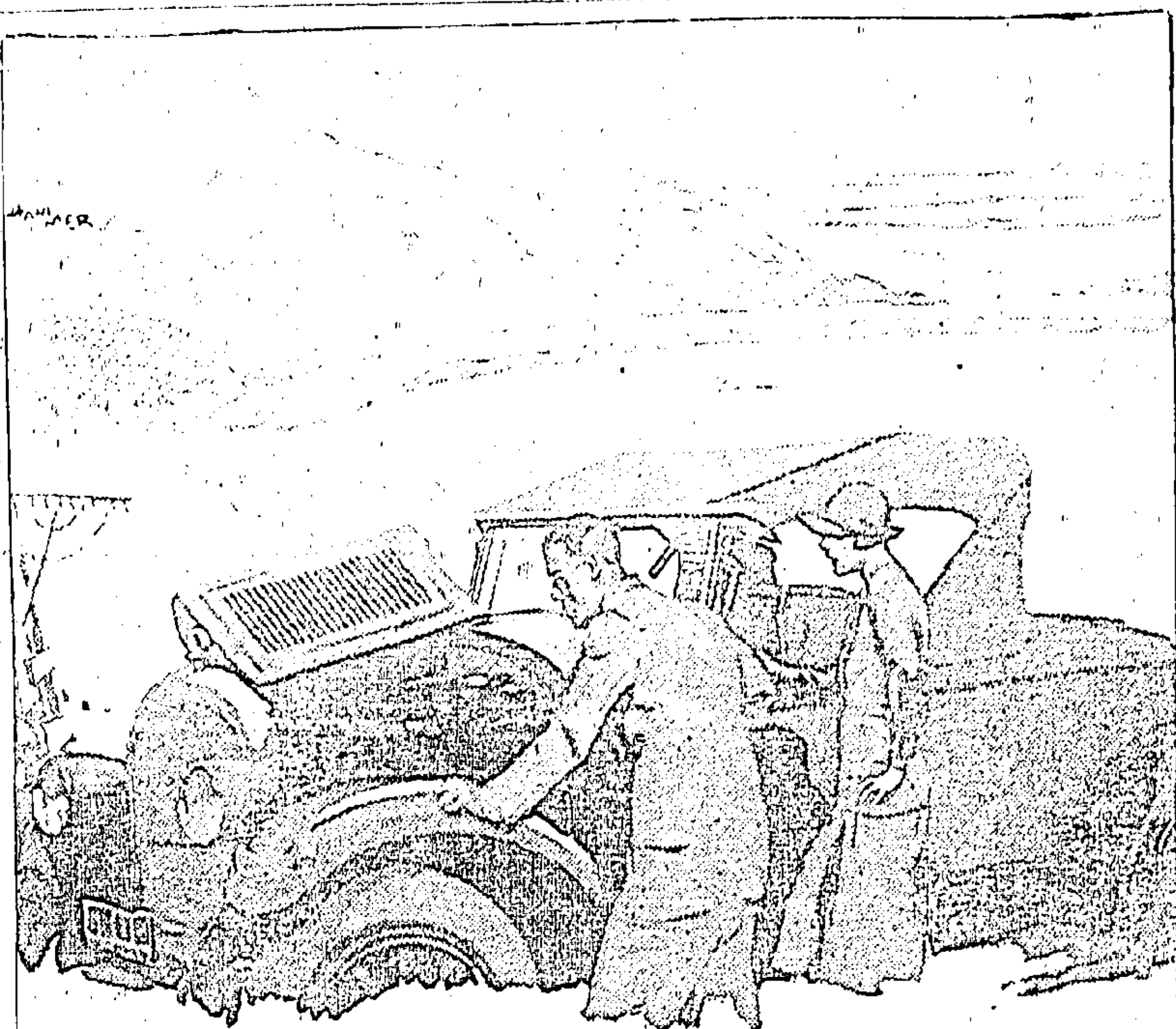
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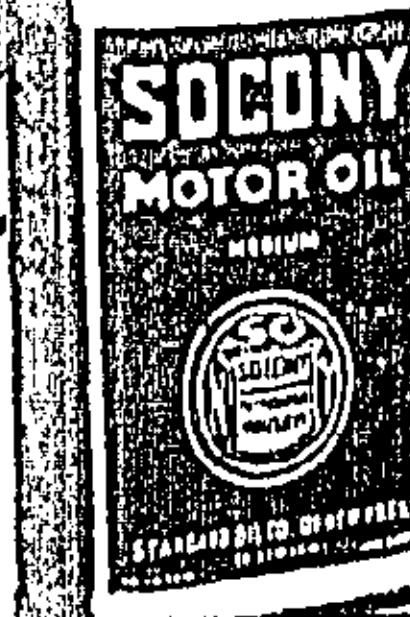


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## HUDSON PROSPERING THROUGH EFFICIENCY.

### Big Savings Through Manufacturing Methods.

[By Philip S. Hanna.]

Detroit—Why automobiles are selling at an average of 64% of pre-war prices (and when improved quality is considered at probably less than half of 1913 prices for comparable car values) when all other manufactured commodities are bringing from 150 per cent. to 175 per cent. of pre-war prices, is clearly illustrated by the cost-saving methods which have been introduced by the Hudson Motor Car Co. during the past five years.

The low prices which have made Hudson famous have largely been achieved through the simple process of using inventory materials quicker and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree.

So quickly are materials consumed in Hudson's unique manufacturing processes that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

Hudson has no branch plants. Its entire operations are conducted in a compact area on the east side of Detroit. Its methods lend themselves to concentrated production at a single point as con-

trasted to the Ford and Chevrolet methods of producing parts in great volume at the "home" plant and assembling about 85 per cent. of the cars at a number of distributing points.

#### Production Highly Efficient.

On a square foot basis, Hudson probably turns out more automobile engines per hour than the Ford Motor Co. Mass production is common in the volume field, but Hudson keeps on hand such a limited amount of materials and makes such intensive use of its machinery that when 1,200 cars a day are being produced there are less than 50 finished cars unshipped at the end of the day.

It is almost the truth to say that Hudson has no stock room. The dominant idea is that materials shall move as received, without personal handling except for inspection, direct to the machines or to the assembly lines. The amount of materials held for use of any series of operations comprises the only storing done by the company. As daily output rises or falls, the inflow of materials is adjusted accordingly. Work in process is increased or decreased by adding or eliminating machines or men so that the amount of investment

in materials at the end of the day is approximately the same whether output is 500 a day or 1,200.

A good example of how the company cuts down the labour cost of handling materials is its method of handling valves. Hudson furnishes the company supplying the valves with a specially developed rack and the valves are shipped to the plant in those racks. When shipment arrives, instead of being unpacked in the old way and carted to the stock room and later handled again when used, the racks go direct to the inspectors and counters and the same racks are then mechanically conveyed to the assembly line. Where there formerly used to be a large inventory of valves on hand and three handlings, the valve supply now is held to three days maximum and one day minimum supply, and they are handled only by the inspectors before reaching the point of use in the motor assembly line.

#### Trucks Deliver Many Parts.

A large number of parts come in by motor truck, suppliers located in Detroit and nearby cities delivering twice a day. Railroad deliveries are so punctual that the company carries but a three-day supply of certain castings. There is no stocking of pistons or crankcases. The underlying principle in the Hudson scheme of low inventory and quick use by which the amount of inventory is held down to almost day-to-day needs is to accomplish three things, each of which has a bearing on costs, viz:

(1) To save investment in inventory not actually moving through the plant.

(2) By reducing amount of inventory to reduce factory square footage required and save interest on investment in plant.

(3) To save labour cost due to less handling of materials.

#### No Inventory Shut-Down in Three Years.

Inventory is so small, well controlled and accounted for that Hudson avoids the usual heavy expense of annual inventory-taking. The company has not shut down for this purpose in three years. They keep regular inventory crews which circulate throughout the plant daily and which by use of standardized material or parts containers can take an accurate count of materials in an unbelievably short time wherever the stock happens to be. Over a period, the work and the records of these crews have been found so accurate that the chartered accountants have approved the plan and now accept the crews' inventory for annual statement purposes.

The underlying inventory principle is easy to put into operation because, as pointed out in the foregoing, the company practically has no stores of materials. There is established for each operation a certain minimum stock and when the supply at any point of use gets down to this level a warning tag is sent to the material control office as a signal of coming exhaustion.

Bolts, nuts, lock washers and the like are taken out of the boxes or kegs in which received, counted by weight and dumped into metal pans of standard size, and are never removed or handled until they reach the point of use. Each pan is tagged and one of the pans contains the special warning tag. When the operators on any machine get down to use of the pan with the warning tag attached they send a notice to the stores department which prevents supplies giving out. Incidentally, the pans used for keeping all small parts are made to nest into one another. When not in use they take up very little room.

#### Movable Platform for Unloading.

No single item of incoming materials or parts is unloaded onto the ground or freight platforms. Springs and frames, cylinder blocks, wheels and rims, and like things which many plants store in the open are each provided with a movable platform, and are unloaded onto it direct from the freight cars. Then an electric factory truck of 10 tons capacity, designed so that these movable platforms fit readily on it, picks up the load and carries it nearest the point where either the machining operations or the car assembling is being done.

Tires, wheels and rims are unloaded directly into special racks. The saving in cost of unloading these last year averaged 12 cents a car. Springs and propeller shafts, cams, crank shafts and fly wheels unloaded and handled in these special racks resulted in saving another 5 cents a car. The saving on handling sheet metal

averaged 7 cents a car. While these individual economies seem small per car, the records show that in 1925 the company saved more than \$100,000 in handling these incoming materials.

Sheet steel comes tied in "bundles" of ten tons each, and standing on edge instead of being laid flat in the freight cars. The company furnishes the steel mills with a patented device for tying bundles, and the individual sheets are never touched or moved by hand until they are ready for some machining operation.

#### Saving in Damage Prevention.

Ordinarily sheet metal is unloaded by a crew of men, one sheet at a time. There is damage from weaving of the freight car in transit and scratches come from pulling one sheet from another during unloading, but by the Hudson scheme all this is avoided. Rejections on account of damage in transit or unloading are insignificant.

The economies in one year just from unloading steel amounted to \$57,600. The old method required 32 man-hours to unload a 40-ton car of steel. Now 2 men and the 10-ton truck do the job in 1 hour, or a lessening of costs by exactly the Bryan ratio of 16 to 1. 30 man-hours per car, figuring an average of 8 freight cars a day for 300 days or \$57,600, is the saving resulting from using the truck and the "bundle" method.

An interesting innovation was recently introduced in handling sheet metal parts. Instead of the old plan of "stacking" fenders, hoods, oil pans, etc., and having an inspector pass on each, and then having a crew of men place the pieces on a hand truck, Hudson has the inspector place each item on a special rack as soon as he has made his examination of it. The idea is that the inspector might just as well place the piece in a rack as lay it back on the floor. Then an electric truck comes along, picks up 2 racks at a time and rushes them to the point of use on the balcony of the assembly room.

#### Space Requirer nits Cut Down.

The economies resulting from more intensive use of factory space are truly astounding. By reason of the quicker movement and the elimination of personal handling of materials, the space originally designed for the materials for 100 cars a day is now able to handle the material and parts for production as high as 2,000 cars a day. Five years ago, when Hudson was producing 200 cars a day there were 200 hand trucks in the plant; or one truck per car; to-day there are no hand trucks but 80 electric trucks or about one truck for 25 cars. The electric truck is not only faster but cuts down the number of trips required. Savings running into many thousands of dollars are obvious.

This 10-ton truck by the way is the company's own development, and they have 17 of them in use in addition to 64 other electric trucks of smaller capacity. Where ordinary factory trucks formerly used to handle 2 tons and make 5 trips to handle a 10-ton bundle of steel sheeting, the new truck makes but one trip.

More than \$250,000 a year has been saved by elimination of stock chasers. Five years ago, when production was only 200 cars a day, as many as 150 men and boys were employed to run to the stock rooms and "chase" materials or parts which had run low at any given operation and which were holding up production. These men would to-day earn an average of \$2,000 a year, and 150 of them would cost around \$300,000 a year. All of these men have been eliminated by use of the standardized container and the warning tag system which provides an automatic flow of materials to point of use and gives its own signal when the amount of materials at any operation begins to get down to exhaustion.

#### Stores Department Important Cog.

The company has a stores department which is not only responsible for the safekeeping of tools, machines and material, but directs the movement of the same much like a train dispatcher. It is responsible for keeping materials at the point of use in production and has become one of the most important departments of the plant. As the company uses more than \$1,000,000 worth of tools a year the department is unusually important. Some of the economies in tool handling methods will be told in a subsequent article.

An outstanding instance of how the use of the electric truck and its companion equipment, the special handling rack or body platform, has brought great economies is in the body plant. It

## AERO ENGINES.

### Notable Spanish Flight.

A notable flight has recently been completed by three Dornier-Wal flying boats belonging to the Spanish military forces. Starting from Melilla on the north coast of Morocco, these flying machines travelled by way of Casablanca, Las Palmas and Lagos to Fernando Po, in Spanish West Africa, a total distance of 4,500 miles.

This achievement is a tribute to the success and reliability of British aero engines, as all the machines which took part in the flight were fitted with Rolls-Royce "Eagle IX" engines.

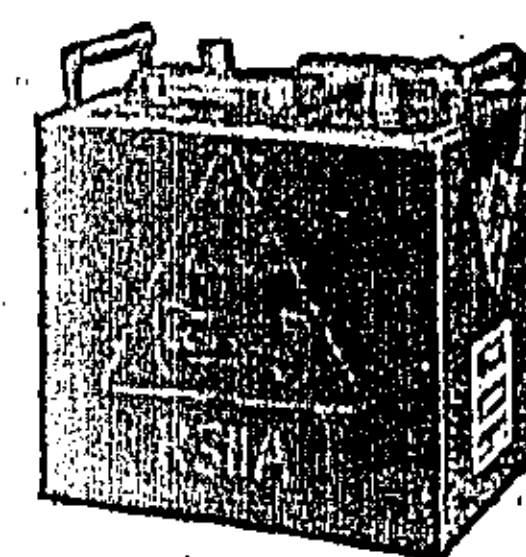
## GLASS AND SAND PATROL.

The service department of the Automobile Club of Detroit has a glass and sand patrol to clear glass from the streets after automobile crashes and to sand ice-covered intersections when necessary.

was formerly the custom to handle bodies on long high hand trucks, which took up nearly as much room without its load as the body itself. Now Hudson uses 2 sheet metal bars having castors on each end on which the body is set and moved as needed. When these bars are not in use they are stacked in piles and approximately 75,000 square feet of floor space formerly used for storing body trucks is devoted to other purposes.

Under the old high hand truck method the company required 118 men to handle the body output for a production of 1,300 cars a day, while at present, with use of the frame and castors, 49 men do the same job. This figures out about \$7 a day saved for 69 men or \$145,000 a year.

Hudson Motor Car Co. has distinguished itself by pioneering and developing many other labour saving devices. Many of their developments are now standard in the industry, but the foregoing touches only a few of the more important methods which have resulted in saving of many millions of dollars in the last 5 years in the cost of producing Hudson and Essex cars. The next article will describe how Hudson gets what might be called abnormal output from its factory machinery and how the investment in machine inventory is kept down.



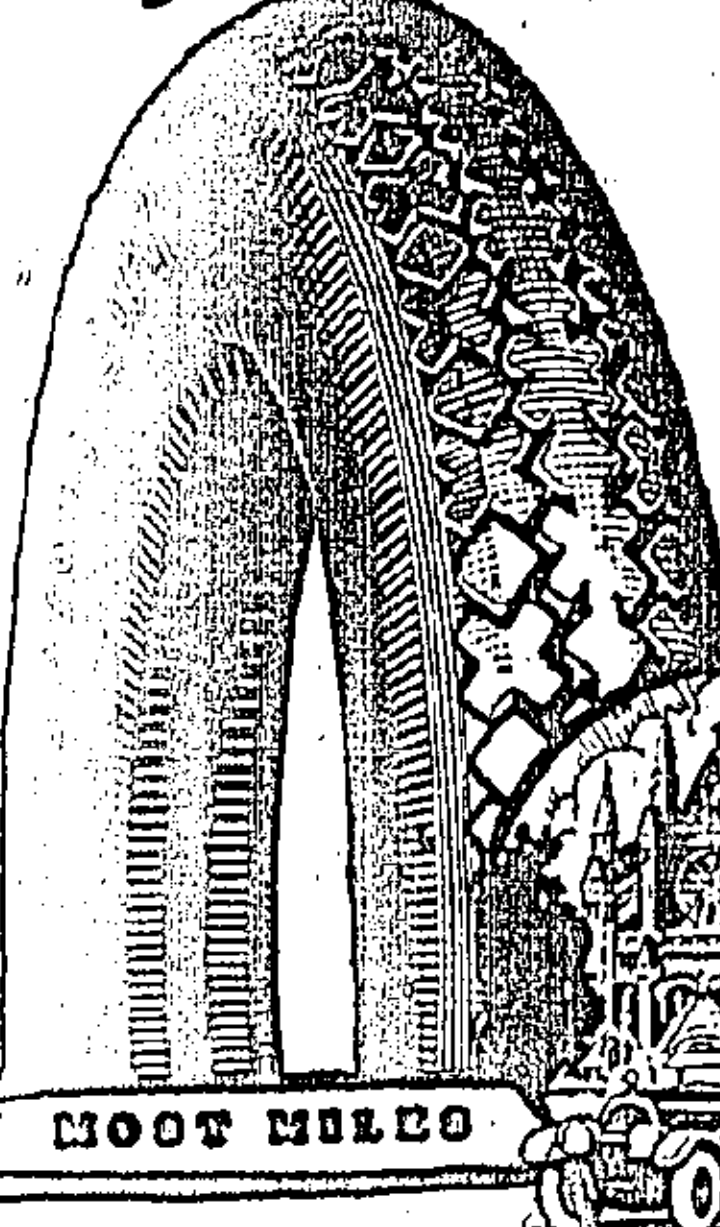
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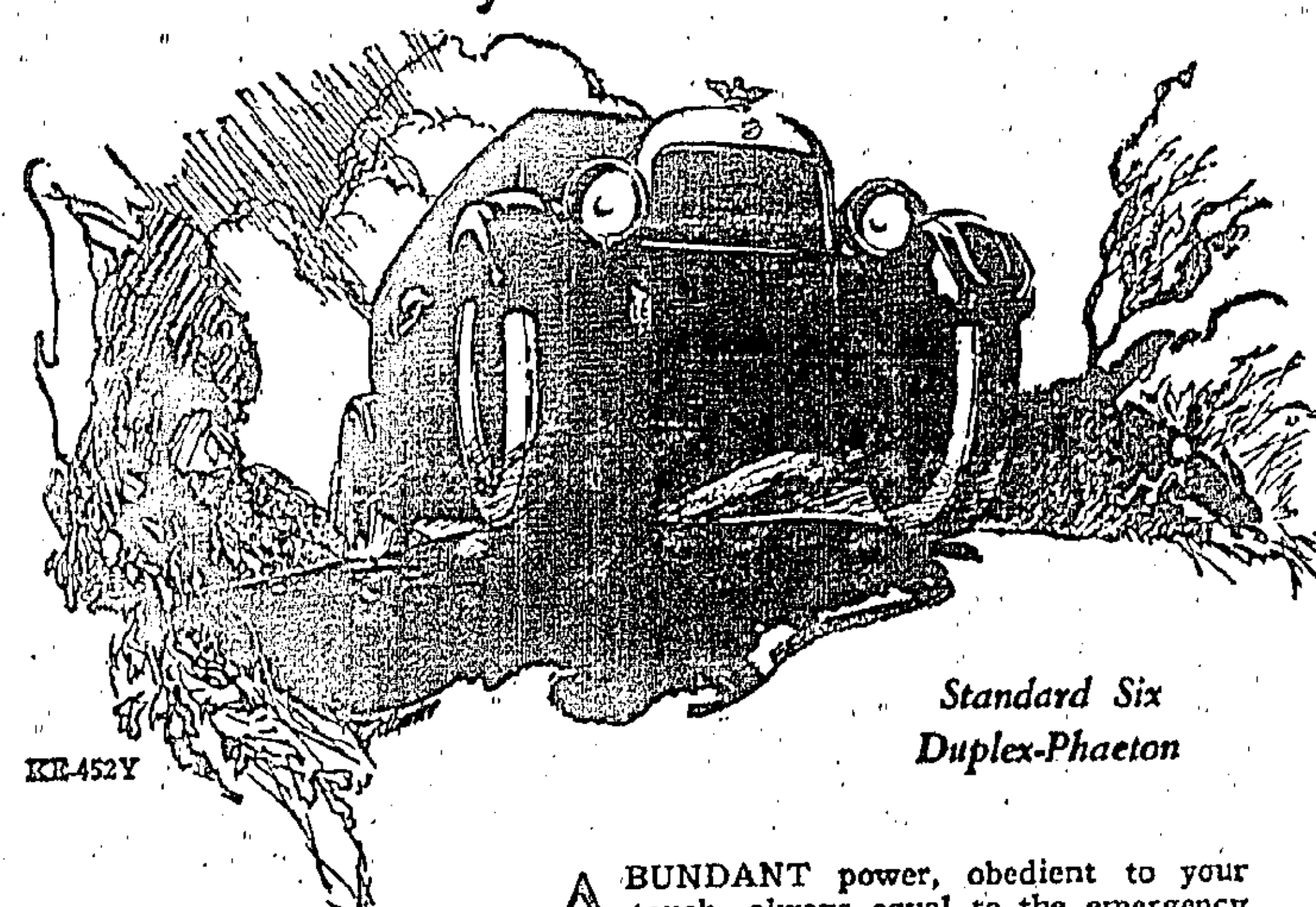
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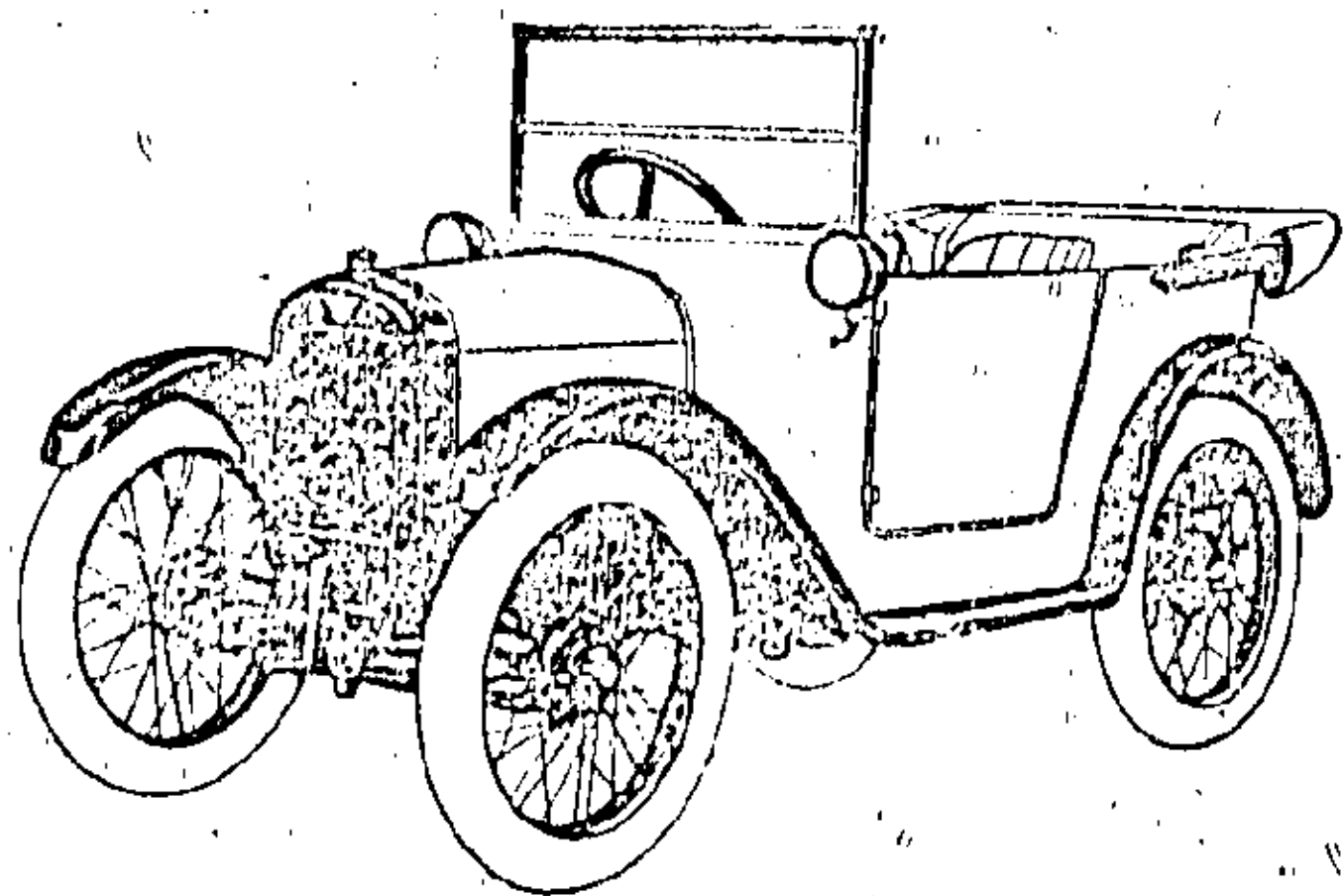
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2 floor.—Ice House St. Entrance.



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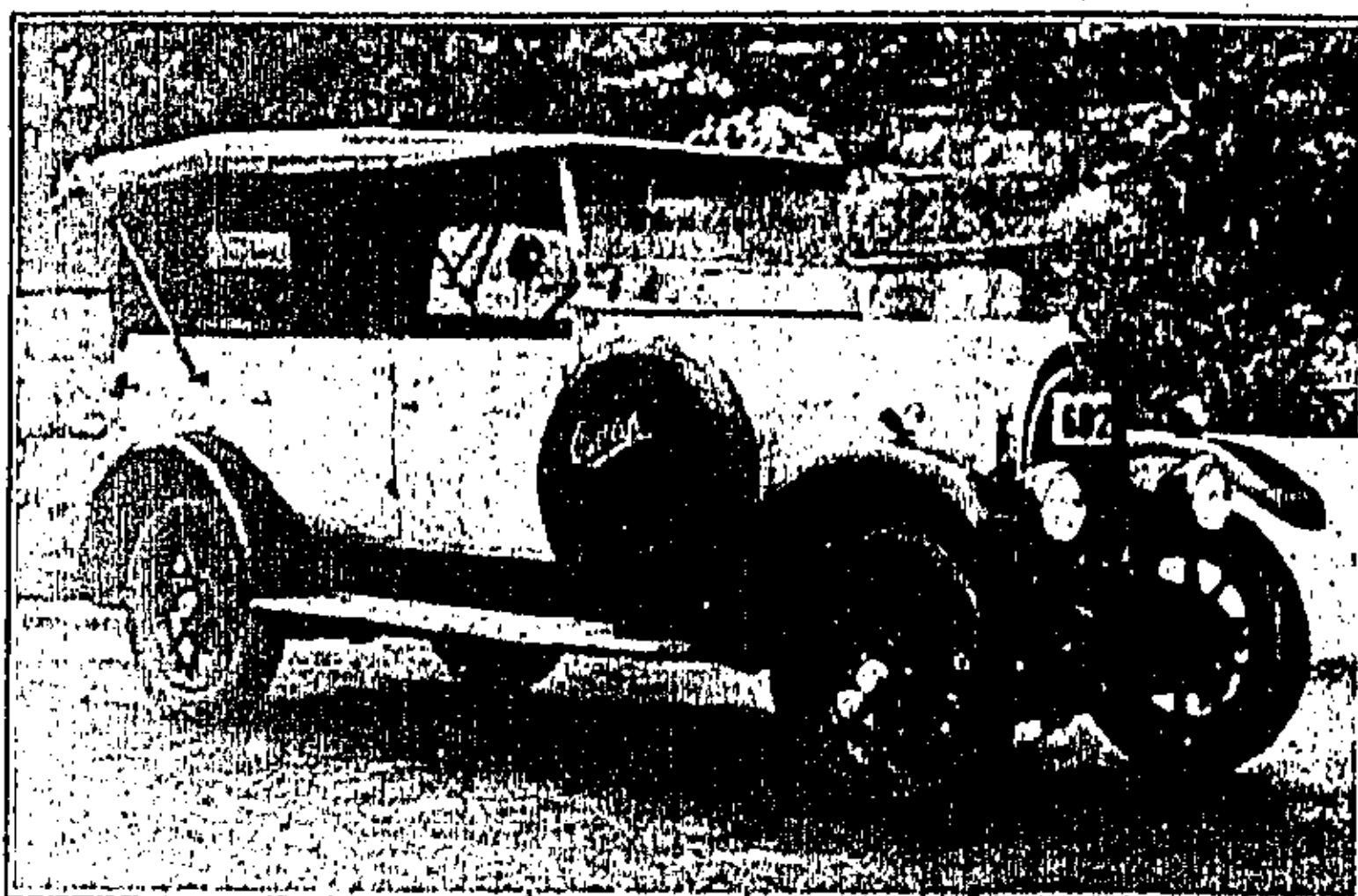
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## THE BEAN "SHORT FOURTEEN."



(Photo Mee Cheung.)

The makers of the Bean claim that they are the oldest manufacturing concern engaged in car production to-day. Seeing that the firm has a history of 100 years, this claim appears to be well substantiated. Before motor cars were made, the firm was already noted for its forgings and stampings, and the reputation so made has been turned to good account. The above photo taken for the *Hongkong Telegraph* on Stubbs Road, is of one of the first of the "Short Fourteen" models to arrive in Hongkong. Messrs. Lane, Crawford, Ltd. being the agents.

INCOMPETENT  
MOTOR DRIVING.

One Line Vision.

## THE SKID AS MASTER.

(By H. Massac Buiet in  
the *Observer*.)

The lowering of car cost in synchronism with the development of the product, and the expected improvement of trading conditions during this year, will result in over 100,000 new vehicles being taken into use in this country. The majority of them will range between ten and fifteen h.p. current Treasury rating. Already on the roads in this country one sees that motor trading is beginning afresh. Now cars in private ownership are to be found frequently on every highway, as well as continually on every highway. Every season of the year provides characteristic road conditions. Of course, snow, rain, and cold winds cause the majority of drivers either to use closed cars or to employ open ones with the all-weather equipment in service.

## A NARROW ESCAPE.

Motoring in the first month of 1927 convinces me that the majority of closed cars give the driver too restricted a range of vision, and that a very great number of people are so constituted that, without specially training themselves, they cannot see more than narrowly in one direction at a time. This results in the creation of considerable danger by those who, nevertheless, have no intention of driving recklessly. Last week I was nearly run down head on by a woman driver in a closed car, and who started to overtake a lorry at the moment I was approaching both on a road wide enough for four lorries abreast. She was merely concerned with the act of overtaking the lorry. Apparently she was quite unaware of my approach in broad sunlight, for by the rule of the road she should not overtake in these circumstances, even though there was room, had she driven properly. But for my putting my car on the footpath, fortunately empty, there would have been an accident; yet she left several feet clearance between her car and the lorry she was overtaking. The only thing not typical about that case is that unnecessary margin allowed by the driver, who could see in a single line ahead of her, and could take no cognisance of any but one thing on the road at a time. Moreover, when at the last moment she perceived me, still she held on her course panic-stricken at the situation revealed, and not even slowing her car, far less deflecting its course, for which there was ample room.

## DRIVING DO'S AND DON'TS.

It is a common experience nowadays to discover that when two cars are approaching one another on an otherwise empty thoroughfare, with ample accommodation for both, suddenly the quite conscientious and not necessarily inexperienced driver of one gets nervous. About thirty yards the point at which their vehicles will meet he puts one side of his machine into the gutter, and then wrestles with a skid which occurs for no other

BLOCKING THE  
ROAD.

A Friendly Hint to  
Nervous Novices.

[By Capt. E. de Normandville  
in *The Daily Chronicle*.]

Naturally, all motor-car drivers cannot be experts, and the novice is with us day by day—and very welcome, too. But while the novice's first duty is "Road Safety," reasonable thought should be given to those who are not novices.

Nothing is more exasperating to the ordinarily seasoned driver (i.e., the great bulk of those on the road) than to be prevented from overtaking by an obvious novice or unduly nervous driver.

Please do not misunderstand me. I am not advocating any "got out of the way for the fast driver" policy. I am merely taking exception to the bad cases of "keeping in the way"—which is entirely different, and only due to lack of knowledge of circumstances.

One often encounters this difficulty both in traffic driving and (less frequently) on the open road.

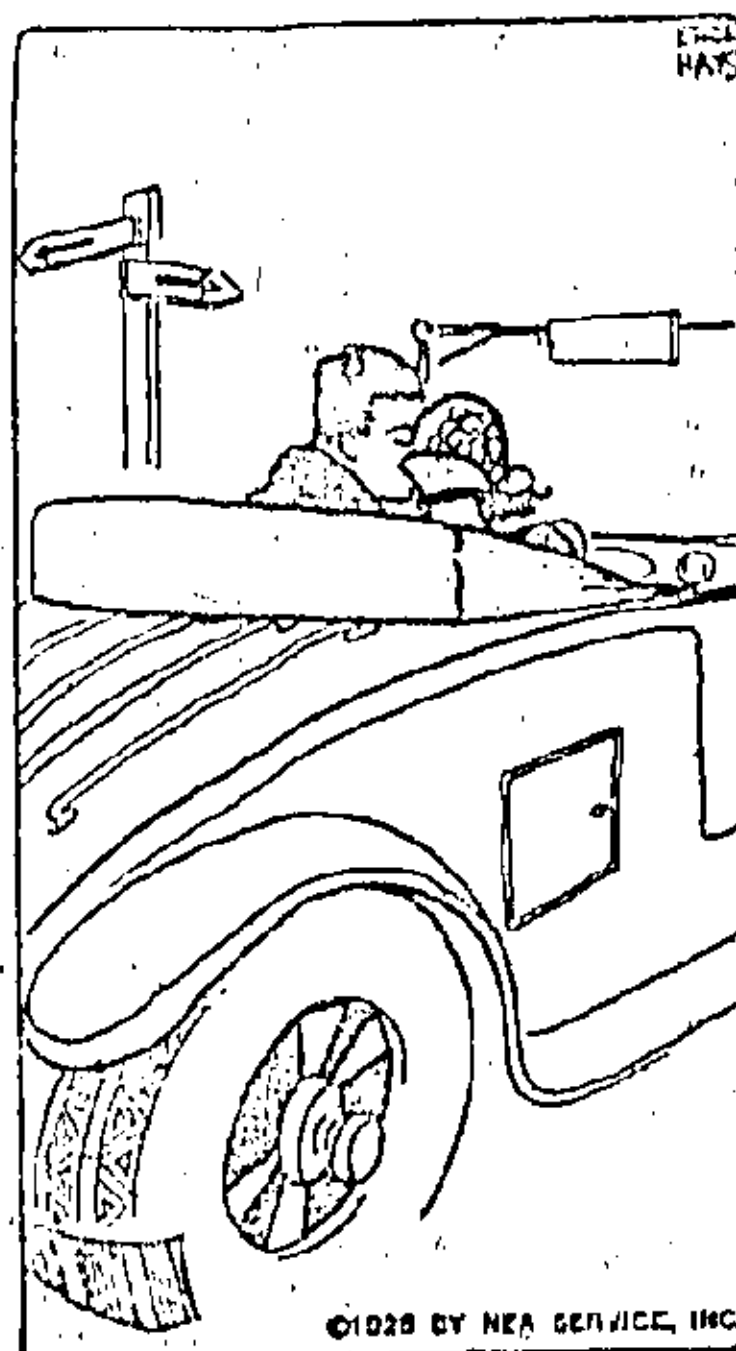
## How to Tell Delay.

But all means let the driver who, for any reason, does not want to overtake a bus, keep behind it, but he or she should not concurrently "hang on" to the crown of the road.

While always making safety the absolutely predominant factor, the novice or nervous driver can reasonably keep a little to the left.

How is one to know whether one is inconveniencing other people? If other cars and taxis keep on overtaking one it is obvious that the average traffic speed is higher than one's own.

In such circumstances keeping reasonably to the left will make everybody happy.



I know a fellow who won't buy a dinner but he will drive you out to a fork in the road and spoon.

reason than his agitated handling of the steering wheel. By no means all such drivers are novices; on the contrary, a high proportion have been handling vehicles for six and even twelve months.



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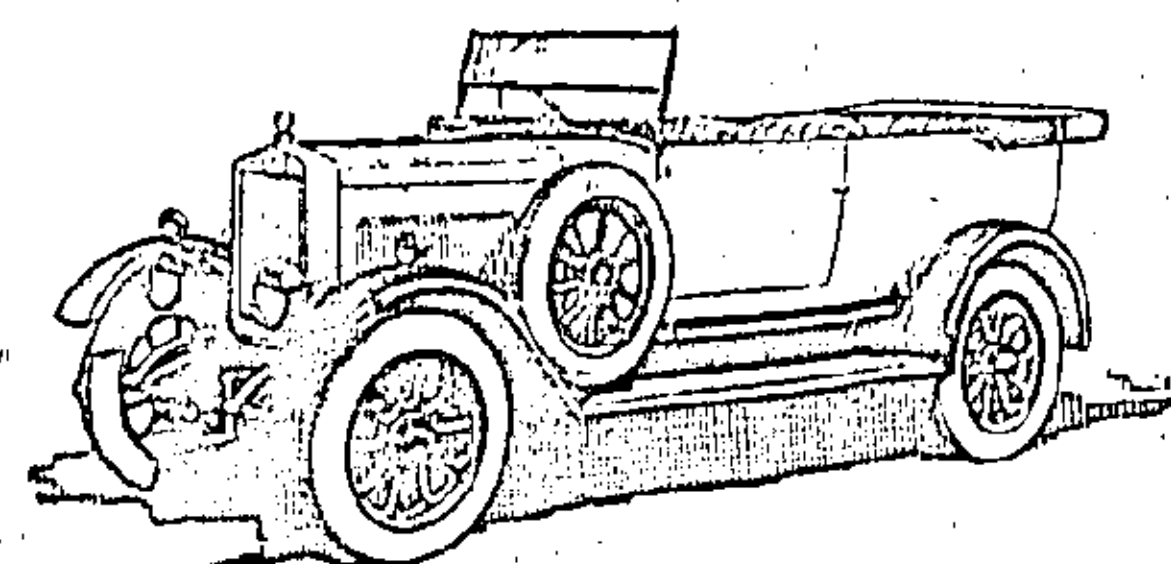
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5-Seater, Six Cylinder 36 h.p.  
Has run less than 2,000 Miles.  
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in good condition.  
PRICE ... H.K. \$2,000.

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these New Morris Cars at close quarters? Have you examined their fine appointments, full equipment, generous seating and delightful colours?

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## AMERICA'S TAXI BILL.

The annual bill paid by taxicab riders in the United States is estimated at \$400,000,000, according to a report of the Mid-Atlantic Motor Transport Association.

## UNDERGROUND ROADS.

Underground passages for automobiles at the principal street intersections may be constructed this year in Paris to relieve traffic congestion.

## DODGE BROTHERS PASSENGER CARS.

Roadster	.....G\$1,100
Special Roadster	.....G\$1,150
Rumble Seat Sport Roadster	.....G\$1,250
Touring (5-passenger)	.....G\$1,125
Special Touring (5-passenger)	.....G\$1,175
The Sport Touring (6)	.....G\$1,210
Touring (7-passenger)	.....G\$1,320
Special Touring (7)	.....G\$1,370
Coupe	.....G\$1,275
Special Coupe	.....G\$1,325
Sedan	.....G\$1,325
Special Sedan	.....G\$1,375
The De Luxe Sedan	.....G\$1,500

## GRAHAM BROTHERS COMMERCIAL CARS.

Chassis only	.....G\$ 920
Chassis and Cab complete	.....G\$1,055
Express Body Truck complete	.....G\$1,270
Canopy Body Truck complete	.....G\$1,305
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## GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	.....G\$1,170
Chassis with cab seat	.....G\$1,240
Chassis with complete cab	.....G\$1,305
Express Body Truck complete	.....G\$1,485
Canopy Body Truck complete	.....G\$1,530
Stake Body Truck complete	.....G\$1,565

## GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	.....G\$1,640
Chassis with Cab Seat	.....G\$1,705
Chassis with complete cab	.....G\$1,775
Express Body Truck complete	.....G\$2,020
Stake Body Truck complete	.....G\$2,085

## GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	.....G\$1,785
Chassis with cab seat	.....G\$1,850
Chassis with complete cab	.....G\$1,920
Farm Body Truck complete	.....G\$2,230
Stake Body Truck complete	.....G\$2,230
Hydraulic Hoist Dump Body Truck complete (1-1/2 cubic yard capacity)	.....G\$2,595

## ESSEX SUPER SIX MOTOR CARS.

Touring	.....G\$1,150
Coach (2-door)	.....G\$1,200
Sedan (4-door)	.....G\$1,250

## HUDSON SUPER SIX MOTOR CARS.

Touring (7-passenger)	.....G\$1,600
Coach (5-passenger)	.....G\$1,740
Brougham (5-passenger)	.....G\$2,035
Sedan (5-passenger)	.....G\$2,215
Sedan (7-passenger)	.....G\$2,330

## PACKARD SINGLE SIX MOTOR CARRIAGES (Model 425):

Phaeton (5-passenger)	.....G\$2,750
Roadster (Rumble seat)	.....G\$2,850
Sedan (5-passenger)	.....G\$2,850

## PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433):

Touring (7-passenger)	.....G\$3,305
Coupe (4-passenger)	.....G\$3,500
Club Sedan (5-passenger)	.....G\$3,545
Sedan (7-passenger)	.....G\$3,420
Sedan Limousine (7-passenger)	.....G\$3,520

## PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336):

Phaeton (5-passenger)	.....G\$4,290
Roadster (Rumble Seat)	.....G\$4,590
Sedan (5-passenger)	.....G\$4,510

## PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343):

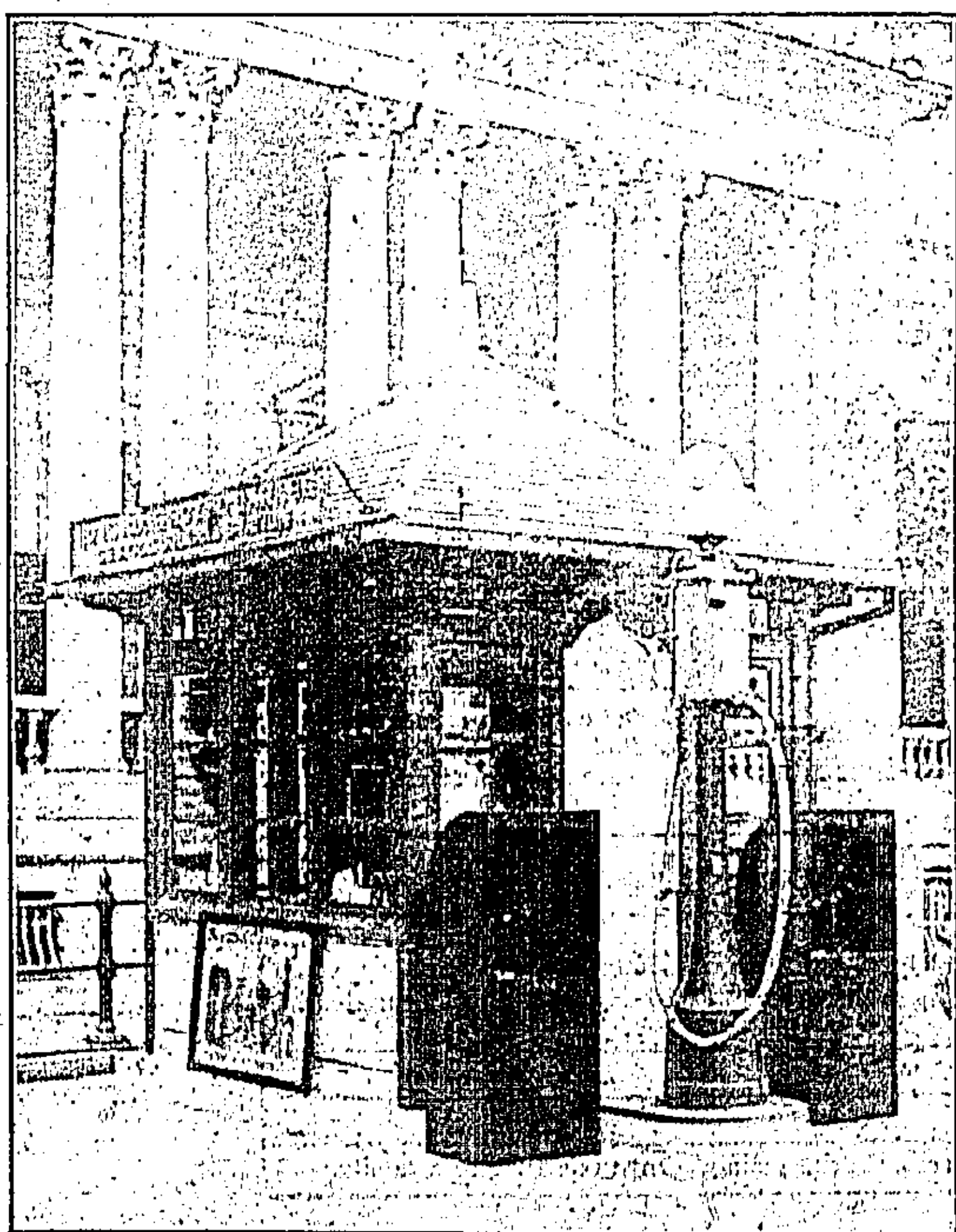
Touring (7-passenger)	.....G\$4,535
Coupe (4-passenger)	.....G\$5,475
Club Sedan (5-passenger)	.....G\$5,020
Sedan (7-passenger)	.....G\$5,735
Sedan Limousine (7-passenger)	.....G\$5,835

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Telephone Central 1246 or 1247.  
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MOTOR SPIRIT **SHELL** MOTOR OILS



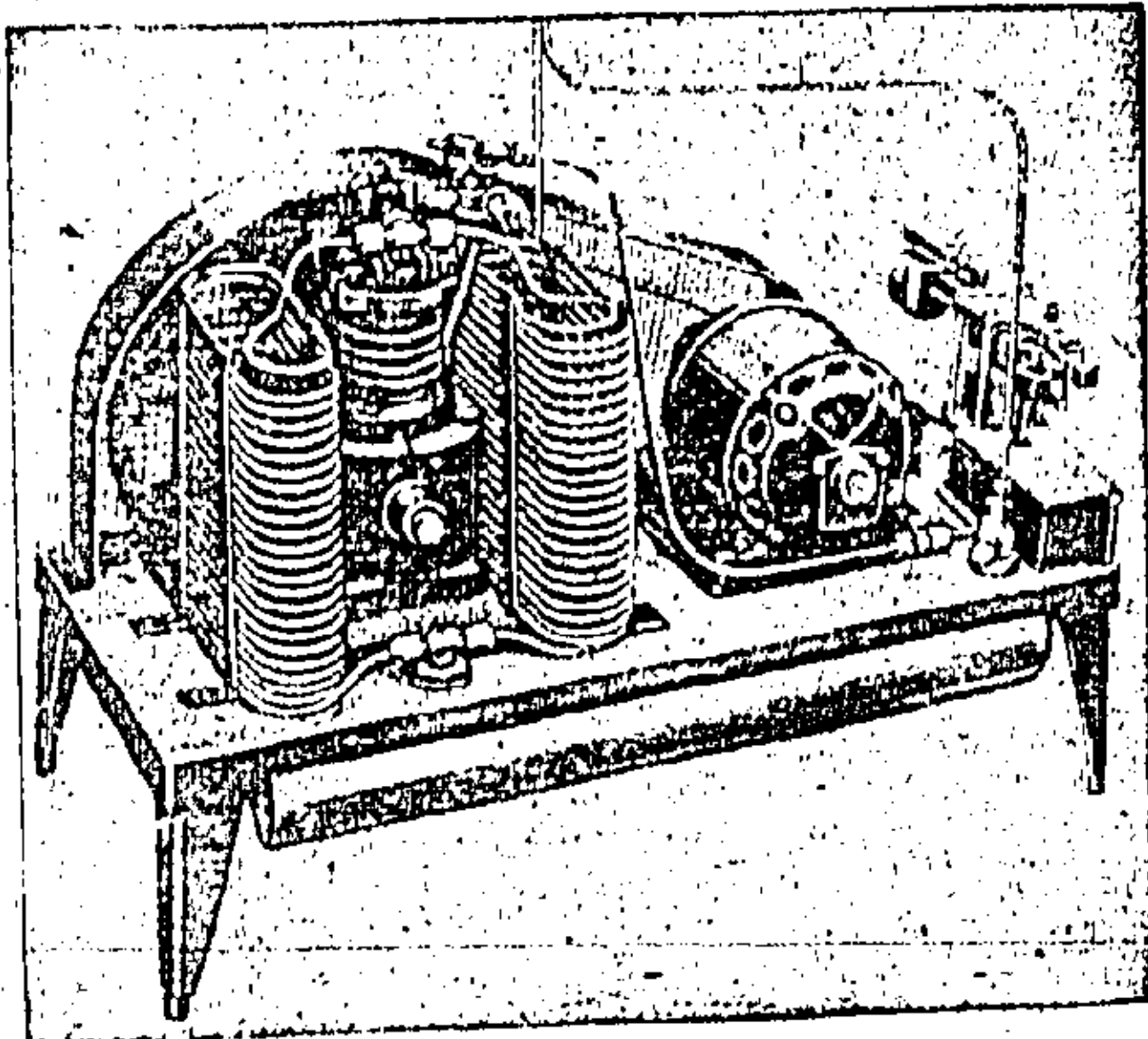
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OUTSIDE CITY HALL, HONGKONG.

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**THE UNION TRADING CO., LTD.**  
Prince's Building. J. E. H.

## For Baby when Teething



## 'Allenburys' RUSKS

Lightly malted, delightfully crisp and white, the "Allenburys" Rusks are designed to help baby when teething. Children nibble them instinctively, so that the cutting of the milk-teeth is aided and the troublesome and painful process shortened. Moreover, the Rusks, often in the little one's mouth, and, being safely and easily swallowed, provide a variation in dietary much needed at this period. They give baby the gratification which comes from the first experience of swallowing solid food.

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(Incorporated in England)

For your floor—furniture—and every domestic article requiring a stained and varnished finish

## "Wilheyela"

## Oil Varnish Stains

Oaks—Walnut  
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Can be applied by anyone.  
Always reliable, never sticky.  
Non-poisonous and Durable.

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## MR. MELLON ON WAR DEBTS.

### BRITAIN GETS MORE THAN SHE PAYS?

Mr. Mellon, the Secretary of the United States Treasury, has addressed a polite but severe rebuke to the professors of Princeton University, who, inspired by their colleagues of Columbia University, recently issued an eloquent appeal for a reconsideration of the American war debt policy.

He expresses surprise that professors, who, as economists, historians, and teachers of government, might have been expected to refrain from publishing "conclusions not supported by facts," should have neglected before making their appeal to "make a thorough and first-hand investigation of the data available at the Treasury."

His letter occupies three columns of newspaper print. It reiterates all the familiar arguments against cancellation but contains one new argument which links payments made by the Allies with German reparations. Hitherto the United States Government has steadfastly refused to countenance any such association, but Mr. Mellon now presents reparation payments as one of the causes which make any reopening of debt discussions, in his view, unnecessary.

More Than Enough. The professors had protested against the policy of debt collection which imposes "tremendous burdens for the next two generations on friendly countries." Mr. Mellon denies the justice of this protest, saying: "The fact is, all our principal debtors are already receiving from Germany more than enough to pay their debts to the United States, and France, and Italy, with the exception of this year in the case of the latter, are receiving from the same source more than enough to pay their debts to Great Britain also."

He quotes figures of German payments to show that France, after paying the United States and Britain, will have a balance this year of \$15,000,000 and next year \$27,400,000. He says:

It is true that in the past two years Britain has received from Germany, France, and Italy about £20,000,000 less than she has paid the United States, but it is equally true that from this year on Great Britain every year will receive from her debtors a substantial amount more than she will pay us, so that her American payments will not constitute a drain upon her own economic resources.

Mr. Mellon's prime argument in favour of the justice of the settlements is that when the United States purchased supplies and services from France and the British Empire "we paid cash for them," whereas the Allies got goods and services purchased in this country on credit.

Mr. Mellon declared that: The reopening of the whole question at the present time would do more to interrupt the steady progress achieved since the settlements than might be gained from any ultimate minor adjustments that can be effected.

## PLOUGHMAN AND THE PRINCE.

"I DON'T THINK I KNOW YOU, SIR."

After a ding-dong race the Prince of Wales was just beaten by Captain James Sherrard in the nomination race of the Belvoir Point-to-Point Steeplechases at Barrowby, near Grantham, on March 24.

"Well, we had great fun," said the Prince, as he complimented Captain Sherrard. "We came over the last fence together, and then you beat me."

The Prince rode his bay gelding, Dark Courtier, which had to carry an extra seven pounds in consequence of having won the Grenadier Guards' Regimental race a week ago.

Captain Sherrard, on Mr. E. Stokes's Kind Knight, won by two lengths, and the Prince was the same distance ahead of Sir R. Crutch's Eagle Brook. There were eleven runners. Half-way round the course the Prince was leading by 100 yards, but Captain Sherrard overtook him and on the straight run home Kind Knight proved to have better speed.

The Prince had already ridden in the Belvoir Hunt-Light-weight Race for the Dukes of Rutland's Cup, riding Lady Doone, a bay mare which had never been in a race before, he finished fourth in a field of 16 runners.

Before racing began Mr. Miles Hardy, of Grantham, who is 76, and who won the ploughing championship of all England five years ago, was presented to the Prince.

Mr. Hardy, who is deaf, did not catch the Prince's name, and as the Prince gripped his hand he said, "I don't think I know you, sir." "I don't think you do," laughingly replied the Prince, "but I am glad to meet you and wish you luck."

## First manufactured in

# 1878

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ALSO PACKED IN REGULAR 50S AND 20S

## "Three Castles"

The Doyen of the Cigarette World

E.A. 226

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.



## Like Lost Pearls

Teeth clouded with the dingy film that ordinary brushing won't remove

Send Coupon for 10-Day Tube

laden film that forms on your teeth. Run your tongue across your teeth and you will feel it... a slippery, viscous coating.

It clings to teeth, gets into crevices and stays. It lays your gums open to bacterial attack and your teeth open to decay. Germs by the millions breed in it. And they, with tartar, are a chief cause of pyorrhea.

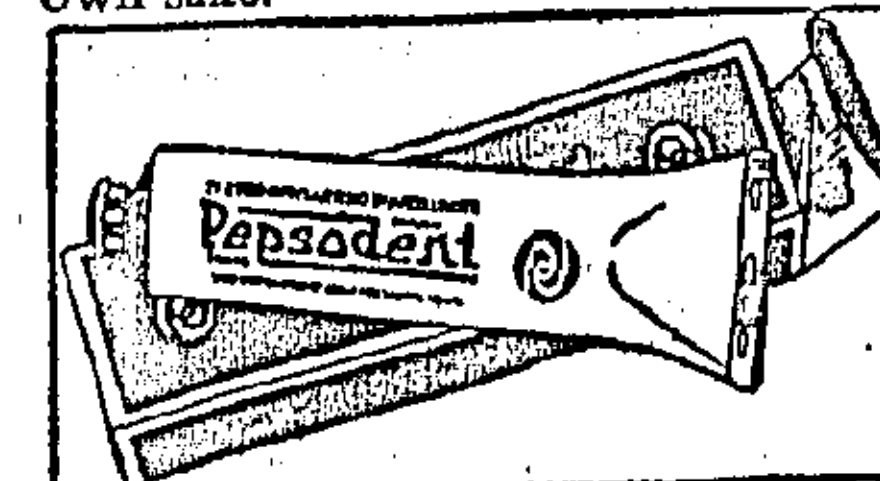
Now new methods are being used. A dentifrice called Pepsodent—different in formula, action and effect from any other known.

It accomplishes two important things at once: Removes that film,

then firms the gums. No grit, judged dangerous to enamel.

Please accept test tube

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

## 10-Day Tube Free

W. S. SHERLY & CO.,

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I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

Give full address. Write plainly. Only one tube to a family.

## EDINBURGH GNATS.

### MOSQUITOES IN A GRANGE GARDEN.

Professor J. H. Ashworth, F.R.S., read a paper on "The Distribution of Anopheline Mosquitoes in Scot-

land" at a meeting of the Royal Society of Edinburgh, held in Edinburgh last month.

Three species of Anopheles, said Professor Ashworth, occurred in Scotland, as in England—namely, maculipennis, bifurcatus, and plumbeus.

A plumbeus had been found in

eight localities all in proximity to the East Coast or to its estuaries, but it was to be remembered that, except for the Clyde area, the West was practically unexamined. The first time this species was definitely recognised in Scotland was in 1908, when a specimen caught in a garden in the Grange

district of Edinburgh was submitted to Professor Ashworth for report.

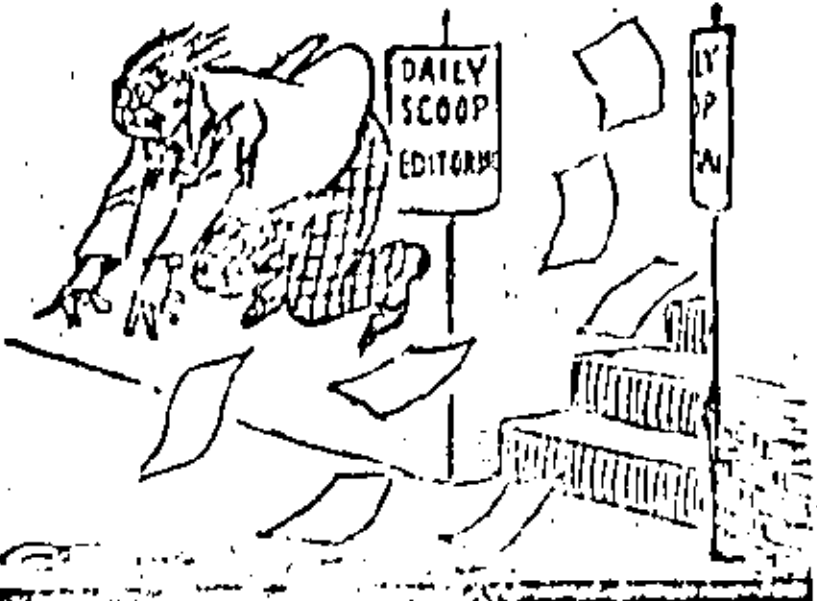
Further examination of this garden showed that this Anopheles was present in considerable numbers, and was breeding in the neighbourhood, though the actual breeding place was not found.



# MIXED GRILL

A Merry Miscellany  
Ashley Sterne

Officially, speaking by the almanac, Spring has arrived once more, and though at the moment of writing the March sun does not feel like May, there are nevertheless certain indications that the season of love, lamb, onions, chickens, and household upheaval has begun. This morning, for example, I heard the song of the chaff-chuff (or lesser grass-cutter) in next door's back garden; likewise the somewhat strident notes of the double-handled creaker (or greater lawn-roller.) Yesterday, too, I encountered in Fleet Street quite a number of hank-haired, wild-eyed, unshaven individuals, limping painfully along with huge rolls of MS. under their arms. These, of course, were the Spring Poets who had just been violently (albeit righteously) kicked out of the various



editorial offices. Amongst them I was most distressed to note my friend, that sweet singer Mr. Bunsley Tasher. He is of a calibre, far far superior to that of the ordinary Spring Poet, and I was deeply grieved when he told me that he had unsuccessfully offered his poem, "Lines to a Spring Mattress," to no fewer than 487 editors. By his kind permission, secured under the influence of a considerable quantity of alcoholic stimulant, I am privileged to give to a panting public, ever eager to hear a new chord struck from Mr. Tasher's lyre, these immortal verses. They will appear lower down. For the moment I have mislaid them. I fear I have inadvertently used them to bring home my fish-and-chips in last night.

From "Our Own Correspondent" of one of the most leading London Dailies, who has been conducting an investigation in the South of France on behalf of his paper, I cull the following.

"When leaving, I observed that the villa was being watched by secret police."

That's the worst of the continental system of putting the secret police into those gloriously elaborate uniforms; while I suppose that they will never cure themselves of that absurd habit of their cultivation of brandishing their secret truncheons in public.

Continuing the life story of the world famous Slavonic composer, Pjok Smkif, which I began last week, he closed his meteoric career at the Paris Conservatoire by winning the Grand Prix de la République (entitling him to a week in lovely Lucerne at half-price) with a masterly concerto for 29 kettledrums.

This remarkable work, when first performed at the students' concert, created a most extraordinary sensation, not to say panic. Fourteen musical critics went clean mad, and bit one another in the neck. Three of the professional staff, injured as they were to the most advanced music of the day, fainted profoundly, and only revived after burning brandy had been held beneath their nostrils. As for the soloist, he deflected himself, for life by the extreme nerve with which he belaboured his performance was carried from the platform, in the last stage of delirium tremens. Pjok Smkif left Paris the same

day, by general request, returning to his native town of Spivnk, where he devoted the next twelve years to setting the Encyclopaedia Britannica to music for chorus and orchestra. He, however, found time during this exacting period to compose a few smaller works, including the lovely sonata for the B-flat stomach-pump, and the ever popular tone-poem entitled "Life on a Sewage Farm." Further details next week.

## Lines To A Spring Mattress.

When'er I lay upon my bed  
My weary, unkempt, greasy head,  
Adorned with many a fat tress,  
I thank whosoever gods there be,  
That you are there to comfort me,  
My own beloved spring mattress.

I much prefer you to the sort  
That's stuffed with wool or flock,  
and bought  
From some Australian squattress.

(Here I must pause to interpolate that the "att" in "Squattress" must be pronounced short, as in "mat." A squattress is, of course, a female squatter, or wool-gatherer.)

I could not dream my poet's dreams—  
I'd punctuate the night with screams—  
Without you, soft spring mattress.

Each night I'm filled with grateful thanks  
"Tis you I rest on, not on planks—  
(These words aren't empty flatteries!)

And when my bones are doomed to lie  
In some lugubrious come-try,  
I would they might repose my  
Old friend, my dear spring mattress.

Overheard at the Army and Navy:  
"Colonel Blowhard is very much attached to his wife; isn't he?"



"Yes, but only for rations and discipline."

Another tremendously long cable has just reached me from Professor Barmion Crumpett, wherein he tells me that he has had to renounce all intention of becoming a fakir and has abandoned his pilgrimage from Bombay to Rajgir. This, you will remember, he was attempting to accomplish on all-fours in spite of the derision and interference of the populace, who apparently had no respect either for this act of piety or its donor. But this Crumpett did not heed. What he could not cope with, however, were the unprovoked attacks of wild animals he encountered in the country. He has been mauled by a tiger, gored by a wild boar, bitten by an elephant, tossed by a sacred bull, trampled by a rhinoceros, and very nearly infected by a crocodile. In the face of such molestations he found it impossible to proceed, and he has now returned to Bombay covered all over with sticking-plaster and adhesive bandages.

Thwarted in his desire to learn snake-charming, frustrated in his attempt to become a fakir, this unconquerable soul now informs me that he intends to become a mahatma! More of this anon. Meanwhile a second cable has arrived marked "Glass—with care," asking me to send him out some more buns for the elephants.

man behind the Prince. He is earnest and receptive and, seemingly, likes to get his information first hand. He is greatly interested in the masses and the work on the land. He has also proved that he has a sense of humour and a young heart. The information which the Duke and Duchess have gathered regarding Australia will endure and they will exert a powerful influence and do anything they can to the benefit of our country."—British Wireless.

The Japanese beetle, like the European corn borer, is going to face its native enemy in a battle for its life in America. Nine different species of parasites of this insect pest have been taken to that country to combat it.

The last year saw the foreclosure of 123,000 farms in the United States, reports the Department of Agriculture. This was at the rate of 21 farms for every thousand, most of them in the mountain states.

## LABOUR'S PROTEST.

### "TRADE UNIONS THREATENED."

London, April 29.  
The Labour Party's campaign against the Trade Union Bill opened to-day, when 600 delegates representing nearly four million Trade Unionists met in conference in London.

By a coincidence it was the anniversary of a similar conference which last year decided on the general strike.

Discussion began on a resolution which declared that the enforcement of the provisions of the Bill "must inevitably lead to widespread and concentrated resistance on the part of the organised millions of trade unionists," and pledged the conference to continue the campaign against the bill with the utmost vigour.

Mr. George Hicks, Chairman of the General Council of the Trade Union Congress, who presided, opened the debate. He declared that the trade union movement was in the greatest danger. "We desire to act in an open and constitutional manner," But we shall fight to the bitter end and defeat this mean and vindictive Bill."

It was then announced that notice had been given of an amendment recommending that if the Bill were persisted in a general strike should be called.

A motion by the Chairman, that this amendment should be discussed, was rejected by an overwhelming majority. The original resolution was subsequently adopted.—British Wireless.

## NAVAL ARMAMENT.

### HOW TO AVOID WAR.

Washington, April 29.  
The immediate need for clear, binding contracts among the leading Powers, "not to cripple reasonable defence but to abolish provocative armament," was emphasised by the former Secretary of State, Mr. Hughes, the head of the American delegation to the Washington arms conference, in his presidential address to the American Society of International Law.

He said he hoped the Geneva discussions would continue despite the discouraging results, but he believed the three-Power naval limitation conference would prove entirely practical. The United States, Britain and Japan were the only three great naval Powers, and war with Britain would not only mean the bankruptcy of statesmanship, but also the collapse of civilisation, while the thought of war with Japan sprang from a nightmare of suspicion and doubts which could only be banished by sanity of action and an expression of the peaceful policies we cherished.

He concluded with the hope that the League of Nations would remove the difficulties in the way of the United States' adherence to the world court.—Reuter's American Service.

## EMERGENCY REGULATION.

### THE POWER OF SEIZURE.

It is announced in the Government Gazette that the regulation relating to the Prevention of Disorder, which was published in the Gazette of the 9th April, 1927, as notification No. 202, is rescinded and the following regulation is substituted therefor:

6.—It shall be lawful for any police officer to seize any thing whatsoever which may appear to belong to, or to be connected with, or to be intended to be used for the purposes of, any proscribed organization, and it shall be lawful for a magistrate, upon such notice (if any) as he shall think, to order any such thing to be forfeited. Any thing so forfeited shall be disposed of in such manner as the Captain Superintendent of Police may direct.

## COLONIAL GOVERNORS.

### LATEST RE-SHUFFLING.

London, April 29.  
Sir Alexander Ramsford Slater, Governor and Commander-in-Chief of Sierra Leone, has been appointed Governor of the Gold Coast, in succession to Brigadier-General Sir Frederick Guggisberg, whose term of office is about to expire. Brigadier-General Sir Joseph Aloysius Byrne, Governor and Commander-in-Chief of the Seychelles, has been appointed Governor and Commander-in-Chief of Sierra Leone.—British Wireless.

## DAIRY FARM NEWS.

### WEEK END SPECIAL

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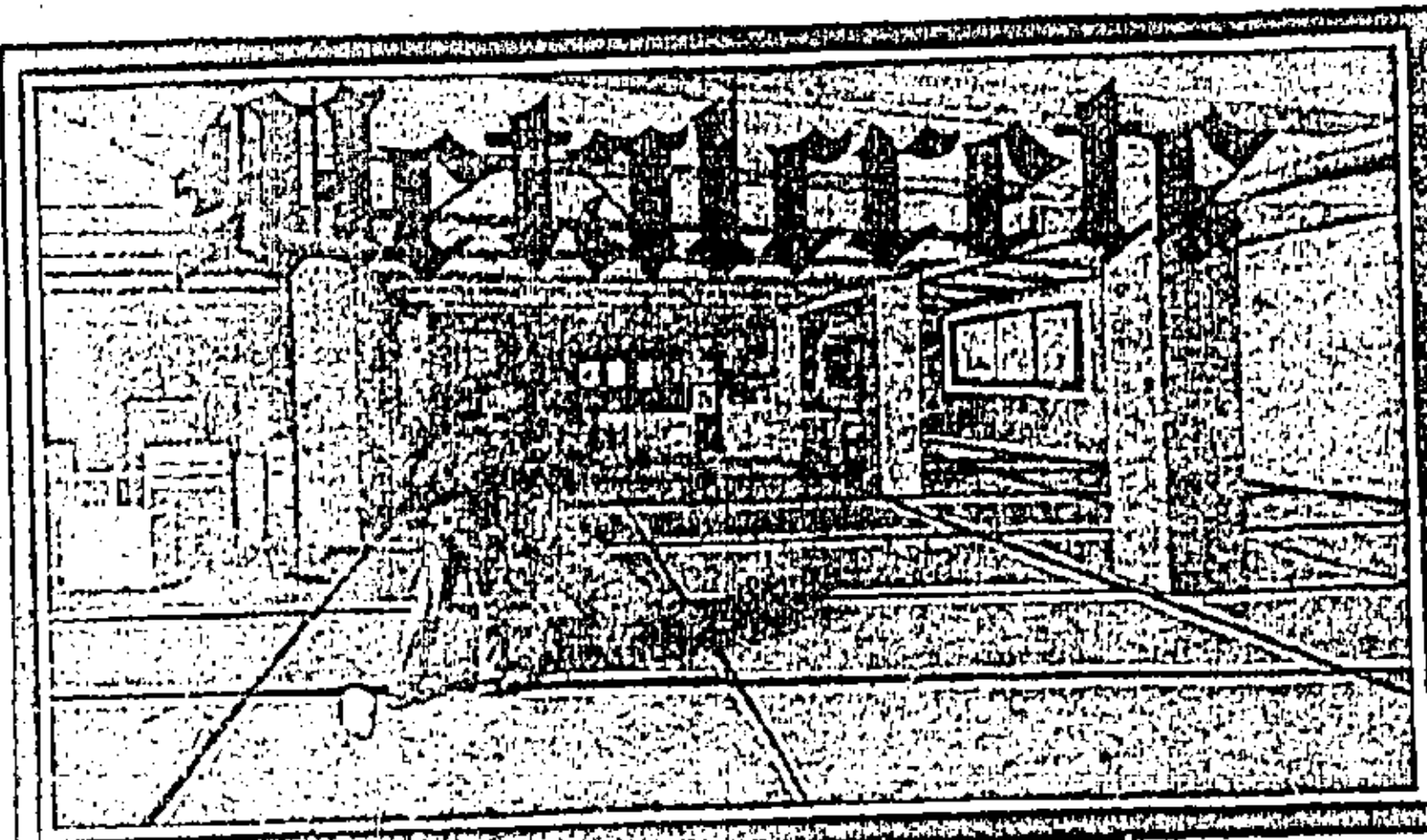
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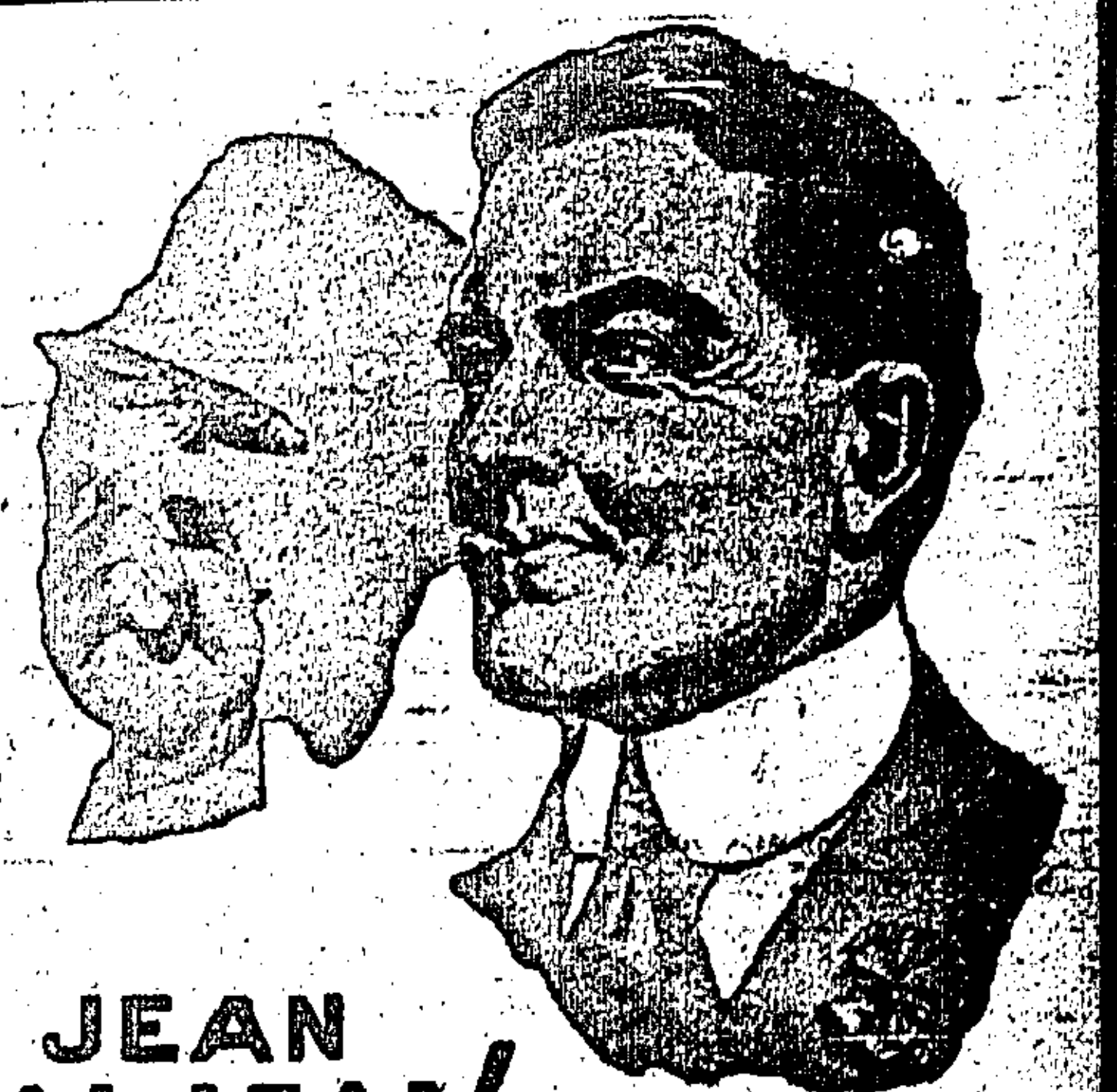
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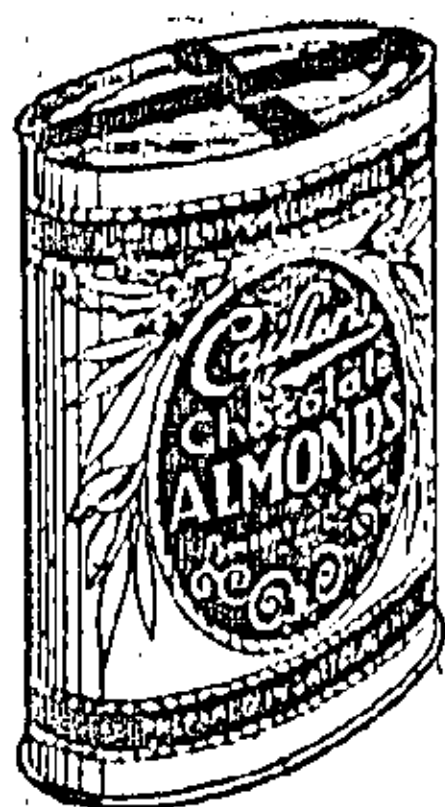
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## FRESH ARRIVALS



ON SALE EVERYWHERE



## WOMAN'S WORLD



## FRESH ARRIVALS



ON SALE EVERYWHERE

## FLOWERED GEORGETTE.



Flowered georgette delights in frocks of this type that combine all the fabric's fluttering fullness with a subtle slowness of silhouette. The new bloused-at-the-hip effect is of especial interest. Rose colour with rose flowers outlined in bright green makes the frock very charming.

## DOLMAN SLEEVES.

## COLOUR CONTRASTS.

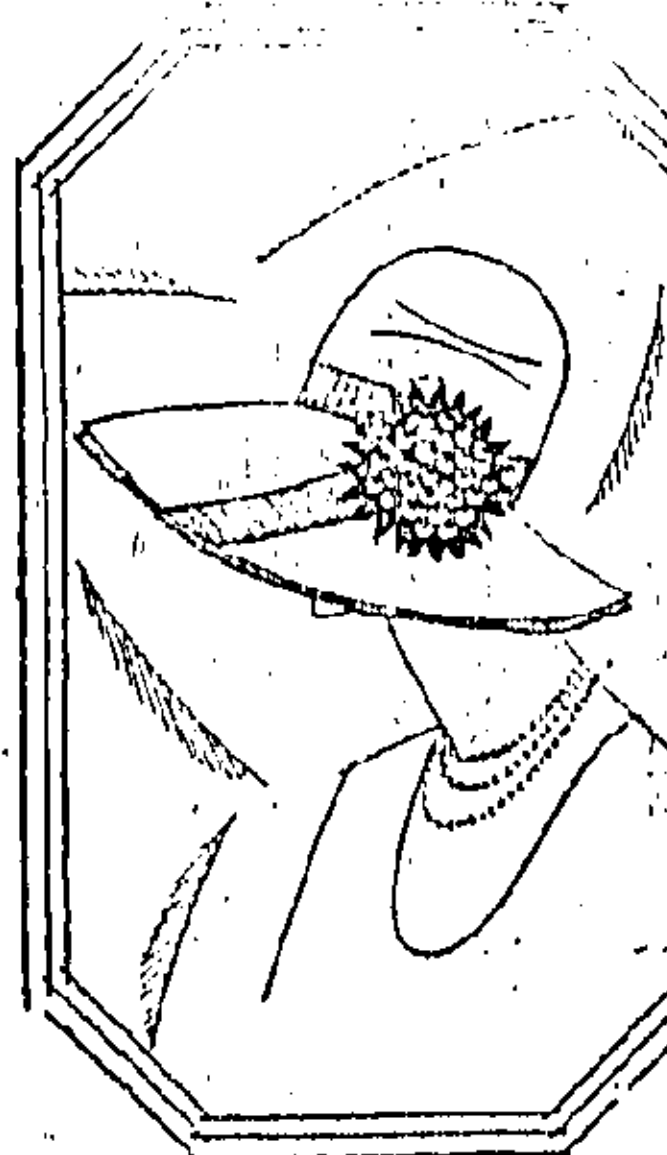
In "Yellow Sands" one of the characters refers to her dolman, and some women, tired of the usual tight-fitting sleeves that have made their appearance on most afternoon frocks recently, are having loose, from-the-waist sleeves modelled on those used on old-fashioned dolman "mantles."

Models from Paris have armholes extending from the shoulder to the waist line, and these dolman sleeves—so far they are being used chiefly for afternoon frocks—are of some soft, graceful silk material. But there are rumours from the Rue de la Paix that many of the smartest summer frocks of voile and muslin will also have these wide-topped sleeves.

As a rule the armhole width gradually reduces itself to the shoulder, until the sleeve becomes quite tight-fitting, and is usually finished off with a neat cuff adorned with a row of buttons. On other models the tight-fitting ends of the sleeves are finished off with a big flared cuff.

While many of the new dolman-sleeved frocks have the sleeves in the same material as the dress itself, other models show amusing contrast of material or colour.

## LOTS OF SHADE.



A wide brimmed hat of natural leghorn, for summer wear, is trimmed with coral, grosgrain and a flat cabochon.

## THE HALL.

## FIRST IMPRESSIONS.

Is your hall a problem? The little hall of to-day is so different from the old spacious living-room hall in which you could really swing a cat and put a quantity of furniture. It is a mistake to try to keep up the tradition of hall furniture in these days of flat halls and small house halls. They are usually dark and rather narrow; the modern architect does not seem to waste much of his genius upon them. First you trip over the umbrella-stand and, recovering yourself, charge the hall chest.

But the present-day little hall can be just as pretty and inviting as any other room in your flat if you give it a little thought and attention. You can be thoroughly deceiving and make it look nearly twice its size. It is no argument at all to say: "It's so small it doesn't matter; after all, we can't sit in it, we only want a little place just for hats and coats and umbrellas, golf clubs, rugs and parcels, the flotsam and jetsam of shopping and the other things which will collect in a hall: what can you do with a room which has to have such a collection of things in it?" These are the excuse of a housewife who has no flat love in her heart.

First impressions are most vital things and, after all, the hall, however small, is the first impression of a flat. If one comes to visit for the first time it is in the little hall that one looks for the note of individuality, the distinctive attraction which makes one eager to find out to what it leads.

The way to make your little hall look its best is to make it look its largest. The first thing to think of is light walls, white or some gay colour of a light shade. Make your little hall bright, and, if you have it white, introduce the gay note in something else—an effective lampshade, a dado or a frieze.

## Satisfactory Reflections.

A good sized mirror is absolutely essential. Your visitor will come in pleased if she knows just how she is looking, and reflection will always add to your pseudo-space. The boon about the mirror is that it takes up no room at all. Steer clear of anything in the way of panelling. Two-tone colour schemes, cutting a room in half, always make a room look smaller. Scrap every piece of furniture you can. Do it ruthlessly. It is worth it. Don't have a chair in your hall or an umbrella stand with a projecting shelf or top. An umbrella stand of this kind is always large enough to get in the way, but too small on which to put anything. Invariably it has a mirror let in it for some reason best known to the man who made it, which is so narrow that you can see only a meagre strip of yourself, and this at a height where it reflects a part of your anatomy which is not the vital part.

## The Invaluable Chest.

The piece of furniture which is really essential is a small chest. It is invaluable because it serves more than one purpose. It takes the place of chair, letter-rack and dumping ground. In it go all the golf clubs, rugs and parcels, the flotsam and jetsam of shopping, and a heap of other things for which there is no room in your neat little flat. In it goes everything which would otherwise be "lying about." Down goes the lid and there you have your seat and a temporary dumping ground large enough to take these parcels which would always fall off the top of the umbrella stand.

Those interested in bridge are always pleased to discover novelty to use during their play. One such novelty, designed quite recently, is an elephant, which proves to be a most serviceable creature. He is made of pure white velvet, with scarlet and gold trappings on his back, on which he supports the trump indicator. A feather brush in his trunk is used to sweep the cigarette ash from the table. Very amusing, too, is the trump indicator in the form of a cash register; here the trump suit is indicated by pushing

## OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London March 17. Here is a delightful afternoon frock of silk crepe and lace, and I venture to predict that you will one and all have it copied forthwith; and when you have done so, I trust you will not meet each other! The lace arrangement is formed of a cami-petticoat of lace, the only difference being that there is an elastic at the waist to produce the pouch effect. Then a little glimpse of lace reappears at the skirt. There doesn't seem to be much lace on view, but don't try and achieve the style by sticking in what appear to be the requisite bits of lace, because if this is done, it will be altogether different; in fact, it will be dreadful! Very smart effects can be got by having lace dyed to match the crepe chosen for the garment proper, and the model sketched was in soft grey with silver lace, and a paste buckle on the shoulder; altogether beautiful, but perhaps a bit delicate for ordinary wear. Should anyone amongst you contemplate committing matrimony, this frock in grey and silver, as mentioned, would be ideal for "going away" in; in fact, for a quiet wedding, it would do for actual occasion. But let us be satisfied to call it an afternoon frock.

The comparatively tame-looking garment is a very useful little corsette which I saw in a window—when I was looking for something else! Although, it is interesting-looking, it is a most useful combination, because it gives you that which is dear to the heart of every woman who cares about

her appearance—a slim, straight "line," uninterrupted by ridges caused by the termination of multifarious bits and pieces of underwear.

The principle is that the knickers are just buttoned on to the corsette, well below the waist-line. The idea is simplicity itself. Under this composite garment all you need to wear (if you are of the present generation) is a vest, and there you are!

## Is That So?

The picture this week is of that indefatigable feminist and writer, Miss Rebecca West, whose latest book "The Hard Boiled Virgin" (a beautifully poetic title, you will all agree!) has brought down upon it, or its author, as the case may be, a vast amount of criticism—I was going to say both flattering and unflattering, until I remembered that all criticism is to a certain extent flattering. The only way effectively to damn a book or play, or in fact anything in the creative line, is to ignore it; and I cannot imagine anything from the pen of Miss West being ignored. The state of virginity and "hard-boiledness" (to coin a word justified by the occasion) seems to my nigglingly critical mind to be a contradiction in terms. But this is an age of paradoxes and contradictions.

The greatest "theatrical" sensation of the past week doesn't reflect any great credit on Londoners as supporters of the legitimate drama, because the incursion of a film-star into the realm of the spoken word has brought a record audience to the famous Lyceum Theatre—a theatre in which Irving, Matheson Lang, and many other "ordinary" actors made a comparatively inconspicuous appearance from time to time! I understand that the pit and gallery of the theatre were packed with members of our sex who are glorified by the appellation "film fans," and that altogether it was a wild and wonderful night.

## The Street of Adventure.

This week I am going to recommend you to read "Unholy Matrimony," by Winifred Graham (Hutchinsons) and the recommendation is untinted by criticism. I am not going to say that "Unholy Matrimony" is so marvellous that it is beyond fair criticism, but I do say that Miss Graham has no political or sex-problem axe to grind, and in consequence she has written a very readable yarn. Having set out to write the said yarn, she has gathered together a number of really human people—not too good and not too bad to be convincing. The outcome of the plot is not too obvious; perhaps not obvious at all, except to the hardened critic, and it is just the sort of book for an evening's light reading.

## WHO PAYS?

## WEDDING ETIQUETTE.

Convention has laid down rigid rules regarding the liabilities for expenses at a wedding incurred by the bride's parents and her bridegroom.

It has always been understood that her father should arrange for the reception and entertainment of guests at the wedding, and for this reason invitations are sent out in the name of the bride's parents. They order and incur the cost of decorating the church, and the choral service, and conveyance for the bridal party and guests from ceremony to reception, &c. The father presents his daughter with her bridal toilette and trousseau.

When the bride is an orphan, her relatives are responsible; or if she has money of her own, she herself is expected to carry out her own plans for her wedding.

It is the bridegroom's part, however, to get the licence, and to pay the requisite fee to the officiating clergyman or registrar. He buys the wedding ring, and makes all arrangements for the honeymoon.

The bouquets of the bride and bridesmaids are usually the gift of the bridegroom, chosen, of course, with the cognisance of the bride. The wedding favours are also on his list.

## The Bridegroom's Gifts.

An important duty of the bridegroom is to present each bridesmaid and page with some pretty souvenir of the occasion. This usually takes the form of jewellery; a brooch, bracelet or tiepin, since it is traditional that bridesmaids' presents should be worn at the wedding.

As regards the future home, the husband's duty is to provide furnishings, but linen to equip the household is generally the wife's contribution to the joint establishment, a custom dating from those long ago times when every maiden considered it her duty to accumulate the contents of a well-stocked linen chest against the day of her marriage.

## Useful Presents.

Gifts of household linen are sometimes received from members of the bride's family, while presents of furniture may be made by relations on either side. Such gifts have, of course, usually some distinctive value which marks them out from goods bought in the ordinary way. It is certainly the custom nowadays to give presents which help to make the home and are not mere additions which are

## LINGERIE NOVELTY.



Picture above is a set of undies consisting of corsetette and knickers which Joan describes so well. They are designed especially to keep the straight slim silhouette that is so essential to the present day fashions. This set is not difficult to make and any girl with busy fingers can make it. Now that summer is coming—one could almost say it is here—light underclothes are a necessity. A recently designed set shown in a well known fashion book consisted of a chemise, two kinds of knickers and petticoat.

The chemise was straight with the sides left open at bottom to give more room. Only the top was trimmed with lace, the other edges being neatly hemmed. One pair of knickers was in the directoire style with elastic at top and bottom. The other pair was of a very novel shape. They were made in separate pieces with a narrow stripe of material sewn at the bottom of the two pieces to form the leg. If you intend to make these knickers you will need about a yard and a quarter of single width material. Cut two pieces for the back and front, gather them, and sew each piece on to a separate band about 2 inches wide, you must make the length to suit yourself. Put three small pearl buttons on each side of the back band and make three neat little button holes on each side of the front band.

## BABY'S PILLOWS.

## HOW TO WASH THEM.

The filling of baby's pillows should be kept scrupulously clean and sweet, and a fine spring day with a high wind is ideal for washing the feathers. They may be both cleaned and disinfected by means of lime-water. Prepare by adding 1 lb. of quicklime to each gallon of water. Let it stand till the undissolved lime has settled at the bottom of the tub. Then very gently, so as not to disturb this sediment, pour off the clean liquid into another vessel for use.

Place the feathers in a bath and then pour over them the lime-water, stirring them in till they sink to the bottom. Let them stand for three days. Then remove and drain in a clean sieve. To dry, make a large bag of an old lace curtain or similar material, place the feathers in it and peg out in the open air, shaking the bag as often as possible. The operation will take some days, but when the feathers are dry, beat with a cane to free them of all dust, and then still in the bag hang them in a warm atmosphere to air. After this they are ready to be replaced in the clean ticking.

## THIS WEEK'S RECIPE.

## MUFFINS.

1/4 cup Purico, 1/4 cup Sugar, 1 egg, a little salt, 1/2 teaspoon baking powder, 3/4 cup milk, 2 cups flour. Stir the Purico till creamy, gradually adding the sugar and the egg well beaten. Sift together the dry ingredients and add them alternately with the milk to the first mixture. Drop into muffin-pans well oiled with Purico and bake from twenty-five to thirty minutes in a hot oven.

step-in petticoat with the sides left open. Join the back and front of this garment with the piece of material and trim the edges with a pretty lace and you have a most convenient and cool little pair of knickers for summer. The petticoat was made on the straight line with an inverted pleat at each side to give the necessary room. Altogether the set looked as delightful as any set ever could. You can use any material to make up, lawn for day wear or crepe-de-chine for evening wear. These simple and dainty garments can easily be made

## SUMMER SILHOUETTE.

## DRESS FOR 1927.

There are no dramatic changes of fashion nowadays. Such modifications as there are slight, but subtle and interesting. Thus we can scarcely fail to be interested in the news that slenderness is to be again emphasised. How can this be? Some people may be inclined to ask. Lucien Lelong tells them all about this and many other dress characteristics for 1927.

In the past, he says, the ideal of dress art has been the mature figure. Therefore, it has always emphasised maturity. Tight bodies, wasp waists, bustles, ballooning sleeves, hoop skirts, and even stiff and heavy fabrics and embroideries were all devices in the boxom styles of the past to heighten the matronly look.

To-day our ideal of feminine beauty has changed. It is now the slight, girlish form that we admire. Human bodies are not uniform and never will be. In a boxom age there were slender women. In an age now devoted to youthful slenderness there is still a proportion of fashionable women who are neither young nor slender. Here enters the saving technique of the dress creator. It is easier to build up a figure with dress than to attenuate it. That is obvious. Hence it comes as a surprise to discover that, paradoxically, greater illusion is possible in slenderness than in building up. The optical effects of dress slenderness are the more persuasive.

Each new season registers its own advance in feminine slenderness.

## Some Precise Predictions.

Skirt length.—No change. Waist-line.—Not indicated. Neck.—Pointed or round. Sleeves.—All day models, except a few sports dresses, made with sleeves.

Shoulders.—Narrow effect. No more low shoulder seams. In some of the models the sleeves are integral with the gown itself, not stitched in.

Treatment of materials.—Materials unusually worked. The use of one material in several shades of the same colour in a single gown or even in different colours is a distinct characteristic.

Embroideries.—Sparingly used. A few silk handwork embroideries for afternoon gowns. Silk and metal and bejewelled embroideries for evening gowns.

General.—Absolutely no useless details. Trimmings used only when the logic of the design calls for them.

## Dress Materials.

Leading silk fabrics are chiffon, georgette, picador and mousseline de soie; some crepe de Chine, both plain and printed, and some crepe satin. There are numerous novelties from the woollen weavers.

## "Melting" Patterns.

As to patterns, monochrome fabrics are the correct thing for the spring. When crepe or chiffon or any of the woollen weaves are printed, the patterns are extremely small, and melt into level shades at a short distance. Even in lamas for evening garments there is this same melting tendency in patterns.

## Light Shades for Town Wear.

Colours are bright and cheerful and light shades will be worn even in town. Light shades can be slenderising if carefully selected. Blue—all shades of it, from navy to the palest tints—is to be very "right." Pinks "of unaggressive, quenched tone" are also approved. Black and white remains smart. Brown is said to be conspicuously absent.

## BLUE FOR BEAUTY.

## HOUSE DECORATION

The thrifty housewife has lost all dread of faded, shabby-looking draperies since the introduction of fadeless dyes, and blue, which certainly did fade badly, and so was taboo, is now proving itself an admirable colour for furnishing, both in the large and small house. "I should like a fresh colour for my new curtains and tablecloth," says a housewife, and would be

## DYED LACE AND CREPE.



This afternoon frock is in silk crepe and lace dyed to match the crepe.

cently. Yet her carpet was a glorious Turkey pattern with half a dozen colours. "Bring out the blue," suggested her modern friend as she visualised the rich colouring against a background of beautiful deep blue.

Bringing out the blue does not mean discarding every other colour, but making all the others subservient to it, even as each varying blue in the sky subdues any harsh tone in nature's colouring. Any vivid vase or picture in high colours which unduly asserts itself should be removed. For pictures, painted views look particularly well, the skies taking on a wonderful depth of colour from their surroundings.

## Used with Mahogany.

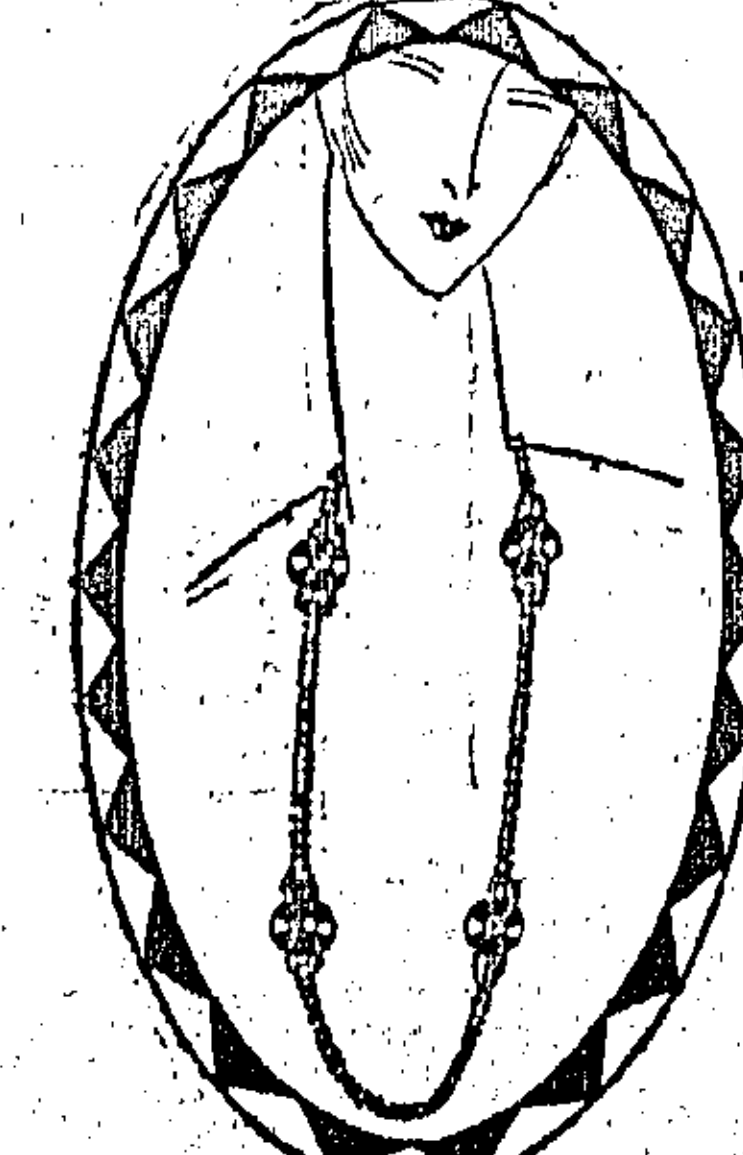
Blue is an ideal colour to use with mahogany, which has come into fashion again. The rich shadings of reddish brown amid blue hangings are shown off to perfection without detracting one whit from the blue.

Although two or three shades may be fashionable, blues must be tested to get the best effect. A spacious sunny apartment could take a deep rich tint which a small dark room could not, a much lighter, brighter shade being preferable there. Again, different blues bring out the respective beauties of furniture both as regards colour and design.

## The Right Shade for the Nursery.

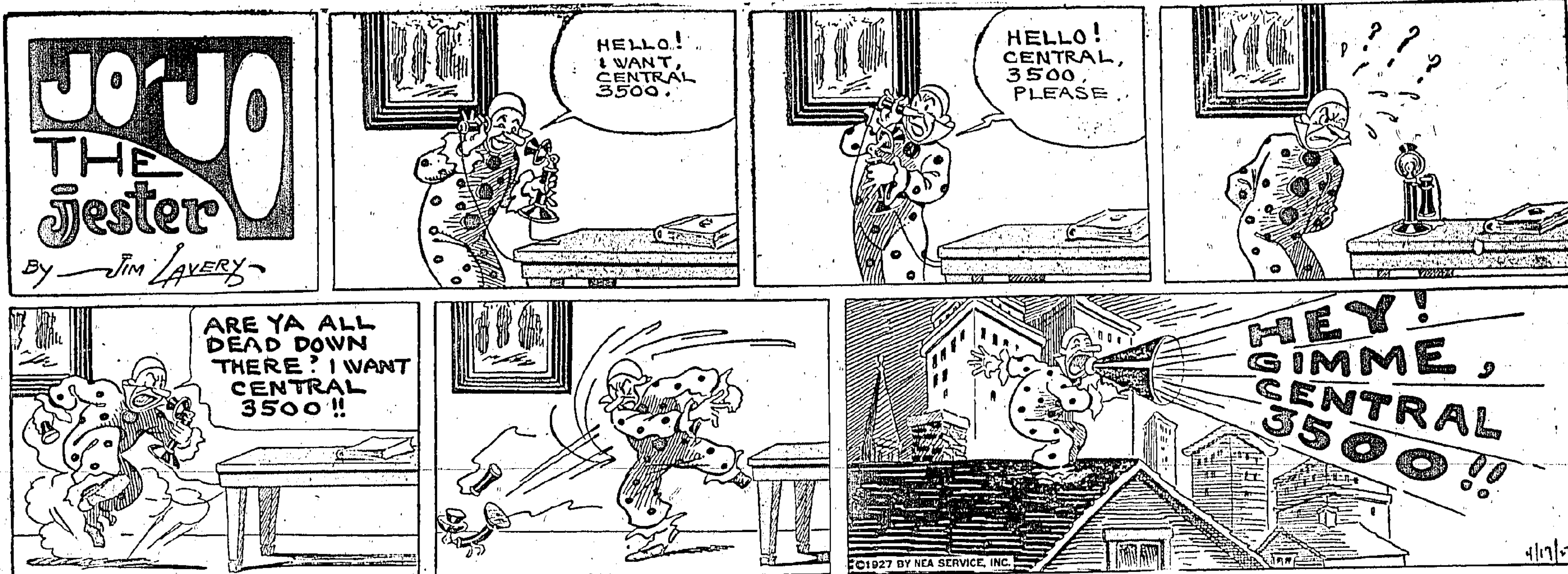
Blue, the colour of baby eyes and summer skies, is always right in the nursery, some of the soft pale shades for curtains, with a deeper tone for the walls, covers, and enamelled furniture.

## DISCS OF JADE.

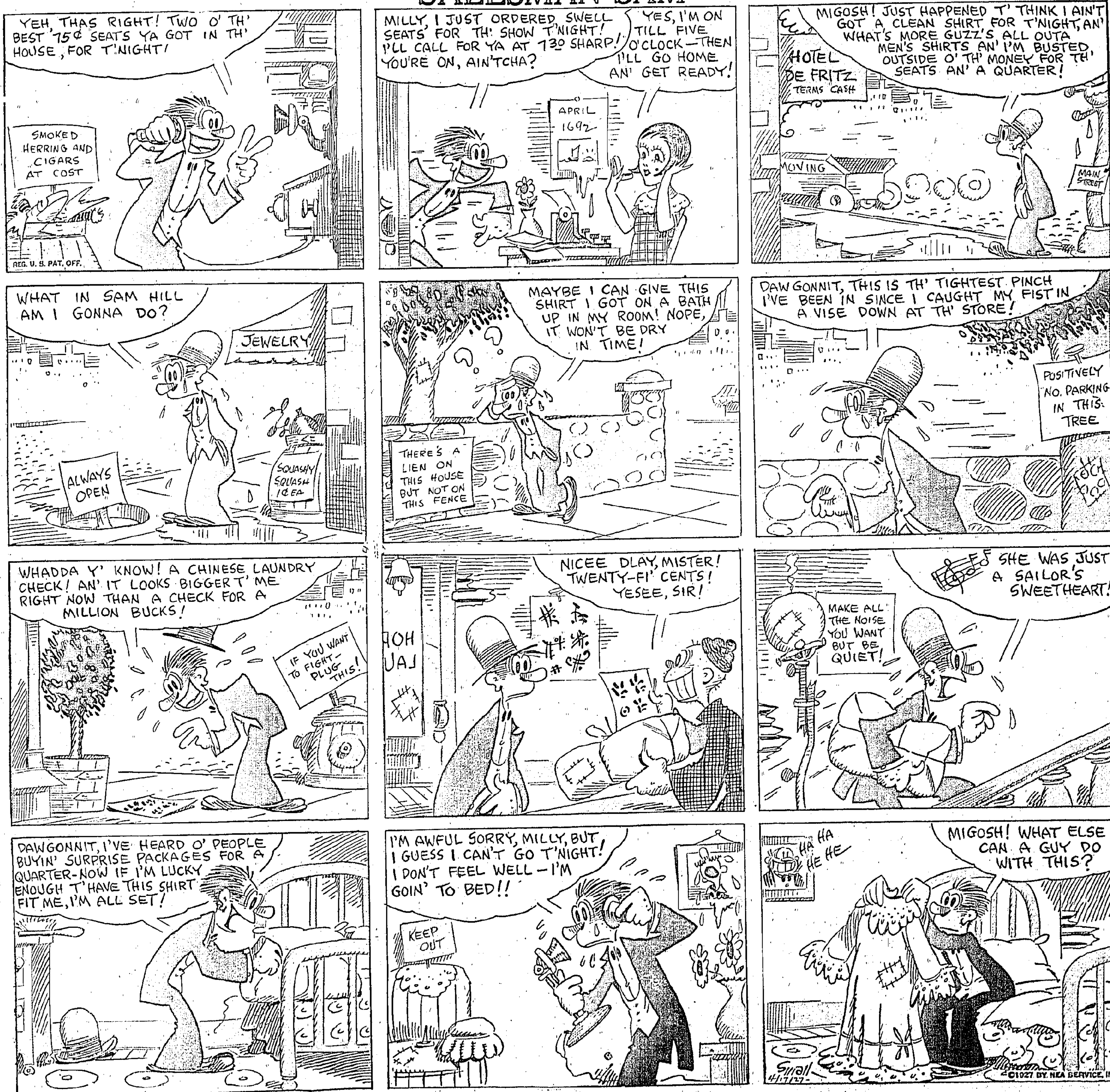


Jade, combined with tiny pearls, finds favour for spring. Four discs of jade are held in






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### ARMY DEATH PENALTY.

#### GOVERNMENT REPLY TO LABOUR PLEA.

In the course of a debate on the Army and Air Force (Annual) Bill in the House of Commons in last week, Mr. Robert Morrison (Co-op., Tottenham, N.) moved a new clause abolishing the death penalty for certain offences. He said that in modern warfare it was almost impossible to draw the line between cowardice and bravery, and the same thing applied to desertion.

The clause would abolish the death penalty for cowardice and desertion, but it was not proposed to abolish it in cases involving treachery or desertion to the enemy. It would no doubt be said that Army opinion was against the proposal, but Army opinion had been shown to be wrong on the subject of Field Punishment No. 1, which had now been abolished.

Fire-eating anti-German generals of former days, who had declared they would never be served by a German waiter again, were now starting a "Come to Britain" movement in Germany. (Laughter)

#### How a Cook Got a Decoration.

In the new conditions of warfare it was a mere chance whether a man was decorated for bravery or shot for cowardice. A man might be a coward in the morning and a hero at night.

A certain battery of field artillery, he said, had done well in an engagement during the war and was awarded one Military Medal to give to one of the rank and file selected by the commanding officer.

The commanding officer left it to the men to choose one of their number, and they decided to draw lots. The lucky winner was the cook—(laughter)—"who was now swanking about the country with a Military Medal which he won in a raffle." (Laughter.)

Mr. Thurtle (Lab., Shore-ditch) supported the clause, which, he said, represented the policy of the entire Labour party.

Colonel Lambert Ward (U. Hull, N.W.), said that under certain tragic circumstances it was the existence of the death penalty alone that compelled men to do their duty. The way to do away with the penalty was to have no more wars. (Opposition cheers)

#### "Effect Was Good."

Captain King (Financial Secretary, War Office) replied after other hon. members had spoken.

He rested his case on the report of the Lawson Committee set up by the Labour Government. This Committee reported:

Those with whom we discussed the question (of the death penalty) agreed that the effect was good, especially because it enforced on the troops that complete self-sacrifice is demanded in war. There was a consensus of opinion that penal servitude or imprisonment would have little, if any, deterrent effect.

The result of that report was to remove certain offences even on active service from the death penalty, and in all cases except the crime of mutiny in times of peace. Further, in every case where the death penalty could be inflicted, other alternative punishments were provided, so that it did not follow that the penalty of death provided would in all such cases be carried out.

The fact that only 11 per cent. of the men sentenced were actually executed, so far from being a criticism of the law only showed that great care was down in reviewing sentences. He agreed that the death penalty was necessary as a final deterrent.

Major Hills (U. Ripon) suggested the appointment of a Committee, drawn from different professions and including a distinguished Judge, to inquire into the whole matter in the light of the world as we saw it to-day.

The clause was rejected by 259 votes to 134.

#### £5,000 JEWEL HAUL.

#### FLAT ROBBED AND DOG DRUGGED.

Within a few feet of people walking on the pavement outside, burglars forced three doors and smashed ten strong locks and bolts to enter the flat of Mr. Jack Waller, one of the partners in Clayton and Waller, the theatrical managers, in Warrington-crescent, Malda Vale, W., and removed jewellery and silver valued at £5,000, mostly the property of Mrs. Waller, recently.

The valuables were removed in three suit-cases, also stolen from the flat.

Mrs. Waller's Scotch terrier Rip was drugged, and a big bruise was found the next day on the dog's body.

### TRUTH ABOUT "STALKY."

#### KIPLING SOCIETY'S FIRST MEETING.

At the first meeting of the Kipling Society, held at the Royal Automobile Club, in London, in last week, Mr. G. C. Beresford, who was the original of M'Turk in Mr. Kipling's "Stalky and Co.," gave an account of his schooldays at the United Services College, Westward Ho!

He said that the greater part of "Stalky and Co." was what it professed to be—pure fiction. The occupants of Study No. 5 were too "highbrow" for such practical jokes as Mr. Kipling described. It was true that they declined to enlist in any movement in the college which was not their own, and poured contempt on ideas which did not carry their own hall-mark, but if the plots and counterplots of "Stalky and Co." were ever carried out anywhere, it was not at the college in Mr. Kipling's day. The heroes of the book were unlike any boys in real life, and the only true study of character was that of King, whose prototype once predicted that the precocious young poet would "die in a garret, a scurrilous pamphleteer," a phrase which gained currency in the school. Other masters, Mr. Kipling had glorified or depreciated in just accordance with their friendly or hostile attitude towards Study No. 5.

Mr. Kipling was regarded by his school-fellows as remarkable for his powers of versification and his knowledge of metres, and his knowledge of literature, which was considerable in a boy of his age. He was not a great teller of stories, and never shone in the dormitories at night. He could only re-tell stories which he had read. Almost the only piece of autobiography in the book was his reference to the headmaster's library, which on account of the friendship of his family with Mr. Cornell Price, he alone among the boys was allowed to use.

#### SHORT-LIVED JAZZ.

#### SOON FORGOTTEN.

Present-day composers of dance music must often envy the long runs achieved by popular successes of the past.

Today the life of a piece of dance music is a short one, if a merry one. What with dancebands, cabarets, gramophones, and wireless, it is worn threadbare in a season or two. The best of the Strauss waltzes were danced by two generations if not more.

We have no family record to compare with that of the elder Strauss and his three sons, but Mr. Ernest Bucalossi, at Wyndham's Theatre, perpetuates a regal name of the waltz world. His father's waltz, "My Queen," had an almost devastating popularity, which continued for 25 years.

#### A Losing Battle.

Even to-day most people recognise the tune, though they may not be able to "place" it. Following in his father's footsteps, Mr. Ernest Bucalossi made a few hits, of which "La Gitana" is best remembered. Then began the losing battle fought by the waltz against the ascendancy of jazz.

Apart from the short life of most jazz "hits," there is another striking difference. The names of the waltz writers were household words. Everybody was familiar with them. Apart from a very small number, and those mostly associated with musical comedy and revue, the makers of jazz "hits" quickly relapse into anonymity; it indeed they emerge from it. The man who wrote "Yes, we have no Bananas," made a fortune, but does anybody remember his name?



If you don't believe fish is a brain food, try opening a tin of sardines.

## ARTS & CRAFTS,

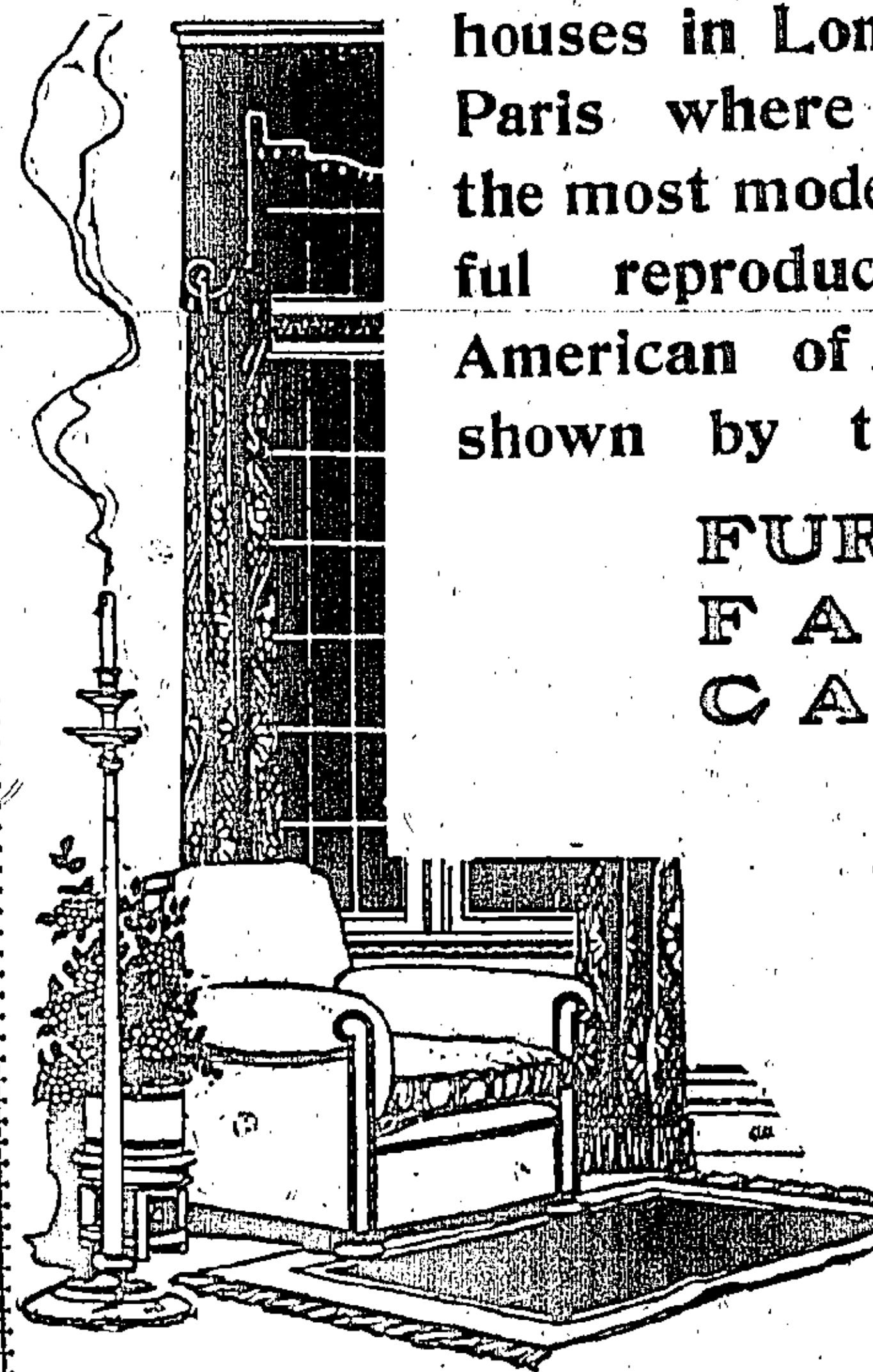
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### STORIES AND EPIGRAMS.

WHEN "KING'S CANARY"  
WOULD NOT CHIRP.

Lord Dewar made another of his periodic excursions into the facetious when he delivered a characteristically epigrammatic speech at the dinner of the Royal Institute of Painters in Water Colours at London recently.

Here are three stories he told: When visiting New York, Dr. Bridges, the poet laureate, refused to give the Press reporters an interview. The headline in the papers the next morning was:

"The King's Canary Won't Chirp."

An American with a guidebook in his hand, continued Lord Dewar, knocked at a door in South Belgravia and asked the landlady, "Is this where Goldsmith lived?" She said, "I cannot remember a gentleman of that name that stayed here." I mean Oliver Goldsmith, the poet. "A poet! Oh, he could never have stayed here. Our lodgers have to pay cash in advance."

An Englishman got lost on a Scottish moor. A search party went out, and a voice came through the fog. "Hallo! hallo! I'm lost, I'm lost!" Then another voice was heard to say, "Aye, ah'm hearin' ye, what's the reward for findin' ye?"

New Epigrams.

"The Dewarisms" which punctuated his speech included the following:

Artists in their pictures uplift the beautiful so that all can see and admire. In church people uplift the mind—in the beauty parlour they uplift the face. Some men fail to see beauty in empty bottles and empty stock-ings.

Poets find poetry in rippling brooks, and slushy spring-time editors of magazines will tell you they find lots of poetry in waste-paper baskets.

Poets are born and not paid. Habits and customs govern the world—you have observed some men from the force of habit trying to blow froth from the top of a glass of water.

It is very simple to learn how to live beyond your means—you mortgage your house to buy a motor, and you mortgage your motor to buy petrol. It is not petrol that makes the motor go, it is the mortgage.

Home to-day is where you find the mortgage and the motor car. Marriage is a committee of two with power to add to their numbers. If a man is not wedded to somebody, the next best thing is to be wedded to something.

Slow-Motion Picture.

Marriage is a great institution for those who are anxious to live in an institution.

Most of the trouble is produced by those who never produce anything else.

It was the third party and inquisitiveness in the Garden of Eden that brought about all our troubles.

The slowest-motion picture to-day is represented by the taxi-driver undressing himself endeavouring to find change.

Two great failings in civilisation were snobbery and hyperstis-

### MYSTERY CAVE PICTURES.

BUSHMAN DRAWING IN  
S. AFRICA.

There is considerable difference of opinion among antiquaries over bushman drawings of a new type which were found recently at Rumwanda, about 40 miles east of Fort Victoria, in Rhodesia.

Mr. S. P. Impy, of Capetown, a leading South African authority on rock paintings, has declared them to be "clearly and typically Egyptian," but other experts are recommending careful study of the drawings before any final opinion is formed.

The drawings were found by two Rhodesians while resting on an isolated farm. They were done on the roof of a shallow cave, and are claimed as quite different from any bushman paintings, of which there are many, found hitherto in South Africa.

The chief group of figures, nine in number, are regarded as representing men with white skins and (natural or dyed) red hair. Seven of them are wearing clothing and two are naked. Some of the figures appear to be wearing head coverings, and on some it is not clear if head covering or hair is meant to be shown. One figure apparently has long hair down to the waist.

A White Race?

Mr. H. N. Wilson, who has a wide acquaintance with native and bushman study, has examined the "paintings" for the Johannesburg Star and copied some of them. He thinks that:

The race depicted is a white race.

The men wear clothing of a kind not worn by Bantu, Hottentot, Bushman, Arab, or Indian.

They wear head coverings of a most distinctive type, or dress their hair in a most distinctive fashion.

Assuming that the artist was a Bushman, he considered these men of sufficient interest to try to depict them as they actually were, instead of making the more or less conventional marks often used, meaning "these are men."

The important point is: What race do the pictures represent? Gold miners of ancient times are believed to have had headquarters at Zimbabwe, about 100 miles from Victoria, and legend connects them with Egypt.

The possibility of the painting proving a hoax has not been ruled out by the experts, but the balance of opinion seems to incline towards regarding them as representing some ancient race which was not typical of South Africa.

both were foreign to artists. The nation to-day that was considered in the forefront of civilisation was the one that could produce the most deadly poison gas.

There is nothing that frightens a horse so much to-day as to see another horse on the road.

Never open your mouth until you are absolutely certain your brain is going to work, and then be sure you know more of your subject than your audience.

Our slogan has always been, England for Englishmen to live in, and Scotland for Scotsmen to live out of.

PLUS FOURS FOR WOMEN.



A sleeveless jumper in calfskin (left) with a skirt in stockinet—a model exhibited at the Drapery Exhibition which was held at the Royal Agricultural Hall. Right, a knitted plus-fours suit for women.

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### MYSTERY ORIGIN OF THE DOG.

TYPES OF 3500 B.C.

A dog book of importance, since it covers exhaustively in two bulky volumes, profusely illustrated, the whole range of human knowledge of what Cuvier called "man's first conquest," was published recently.

"Dogs: Their History and Development," by Edward C. Ash (Ernest Benn, Ltd., 2 vols., 25 6s.), starts with ancient Egyptian hieroglyphics and ends with a voluminous examination of all the known breeds, and more than 100 pages of appendices on dog-lore,

show points, and practice.

Mr. Ash quotes authority for saying that the dog was differentiated into types as long ago as 3500 B.C. Referring to the mystery surrounding the early development of the dog, he says that even the origin of the word "dog" is unknown, and may simply signify the sound of "daw, daw, daw," the bark of a dog heard at a distance.

59 Breeds. The present Kennel Club classification of the dog comprises 59 sporting, non-sporting, and toy breeds.

The chapter on "The Dog in English History" is particularly interesting. Mr. Ash tells how the dogs of farmers dwelling with in and around the royal forests

were maimed by law to prevent them chasing the deer. At one time the sinews of the leg were severed; at another the ball of the foot was cut out. In Henry III's reign the dogs were "expeditated," that is, three claws of the right forefoot were struck off.

The mastiff, being forced to set one of his forefeet upon a piece of wood 8 in. thick and a foot square, was held there whilst a man, setting a chisel of 2 in. broad upon the three claws of his forefoot, at one blow with a mallet "doth smite them cleane off."

This mutilation continued up to and during the reign of James I. This is a monumental work, thorough in the last degree. But lovers of the dog will not consider it too large.



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## TJILEBOET SALVAGE.

## AN OFFICIAL DESCRIPTION.

In connexion with the salvage of the s.s. Tjileboet, we have received the following from the Tai-koo Dockyard and Engineering Company:—

Passing through the harbour between 5 and 6 o'clock on Thursday night, the vessel presented an unusual sight, having been cut off some 10 feet forward of the bridge. The forward part still lies on the rocks at Ling Ting Island and is so badly broken up with huge rocks right up through the bottom, that there is no possibility of salvaging this portion.

Leaving Ling Ting Island immediately the cutting by oxy-acetylene and blasting was completed, the vessel left about 1.45 p.m. With the tug "Wanchun" leading, and the "Taikoo" and "Henry Keswick" towing one on either side, good progress was made, and the journey, as stated above, was successfully completed.

## A Strenuous Business.

The salvage of the Tjileboet has been a difficult and strenuous business. Continuous recurrence of bad weather repeatedly wrecked the temporary repairs completed by the salvors, and after each storm the condition of the vessel became worse and the difficulty of salvage consequently increased. The storm of Thursday, 21st inst., came near making a total wreck of the vessel and at the height of the storm all but the Captain, and a few of the salvage party who refused to leave him, had to take to the rocks. After the storm abated it was found that the No. 1 and No. 2 holds as well as the cross beams were wrecked and beyond salvage, and unfortunately the engine room was also holed and flooded. A conference was held with the J.C.J.L. Superintendent, Mr. Post, Mr. Morrison, Lloyd's Surveyor, and the Manager of the Tai-koo Dockyard, when it was decided that the only hope was to endeavour to get the engine room repaired and pumped out, after which the vessel would have to be suitably ballasted, when the fore part could be cut off, after careful calculations were made by the Tai-koo Dockyard as to the trim and stability after cutting away the fore end.

## Notable Achievement.

The salvage constitutes a notable piece of work and is the first job of its kind to enter the port of Hongkong, and great credit is due to the Tai-koo Dockyard and Engineering Company, whose salvage party, under Mr. C. W. Brown of Tai-koo, worked with skill and determination. Mr. Morrison, Lloyd's, was early on the job on behalf of the underwriters, whilst Mr. Post, the Company's Superintendent Engineer from Batavia, was there constantly, and his optimism, as well as the fine co-operation of Mr. Morrison were of the greatest value during the operations.

The Captain and Officers of the Tjileboet rendered all possible assistance.

The management of the Hongkong Amusements, Ltd., have kindly consented to screen the six-reel film, featuring the development of the Leipzig International Industries Fair, dating from the 13th Century to the present time.

Also to be screened is the three-reel film showing some of the various modern methods in the manufacture of machinery. The Directors, through their Hongkong Office, take pleasure in issuing a general invitation to all interested, to be present at the Queen's Theatre on Tuesday, May 3rd at 10.45 a.m. sharp.

## OBITUARY.

## DEATH OF CHIEF OF STAFF OFFICER.

London, April 29.

Colonel Walter Gordon Neilson, chief of general staff of the Aldershot command, died as a result of injuries from his horse stumbling and rolling on him.—*Reuter*. Born in 1876, the late Col. Neilson was the son of the late Col. James Neilson C. B. He was promoted to the rank of Colonel in 1924, after having served in the Army since 1897. A man of considerable war experience, he had seen service in South Africa from 1899 to 1902 and took part in the advance on Kimberley, including actions at Modder River and Magersfontein. He was also concerned in the operations in the Orange Free State and actions at Paardeberg; operations in the Transvaal including the actions at Zillkat's Nek, etc. He was twice wounded and was mentioned in despatches on two occasions, receiving the three clasps Queen's medal and the two clasps King's medal as well as the D. S. O. During the European War he was mentioned in despatches six times and received the C. M. G.

## TRADES UNION BILL.

## CONDEMNED BY A T. U. C. CONFERENCE.

London, April 29.

A T. U. C. conference, similar to the one which decided on the general strike just a year ago has considered a resolution condemning the Trade Unions Bill, pledging the Conference to continue the campaign against it to the utmost.

The Conference by a large majority did not allow the moving of an amendment instructing the General Council to make all possible preparation to use the industrial weapon by a general strike if necessary and passed the original resolution.—*Reuter*.

## MISSISSIPPI FLOODS.

## BREAKING SITE CHOSEN.

New Orleans, April 29.

Mr. Hoover and his party have returned aboard a government launch after selecting a site a hundred yards to the south of the Orange Grove Refining Company's premises and the Industrial Alcohol Distillery at Polydras as the place where the embankment is to be broken in at noon, in an effort to save New Orleans from flooding.

The party ridiculed the report that rifle shots had been heard at a distance fired at it by discontented farmers.—*Reuter's American Service*.

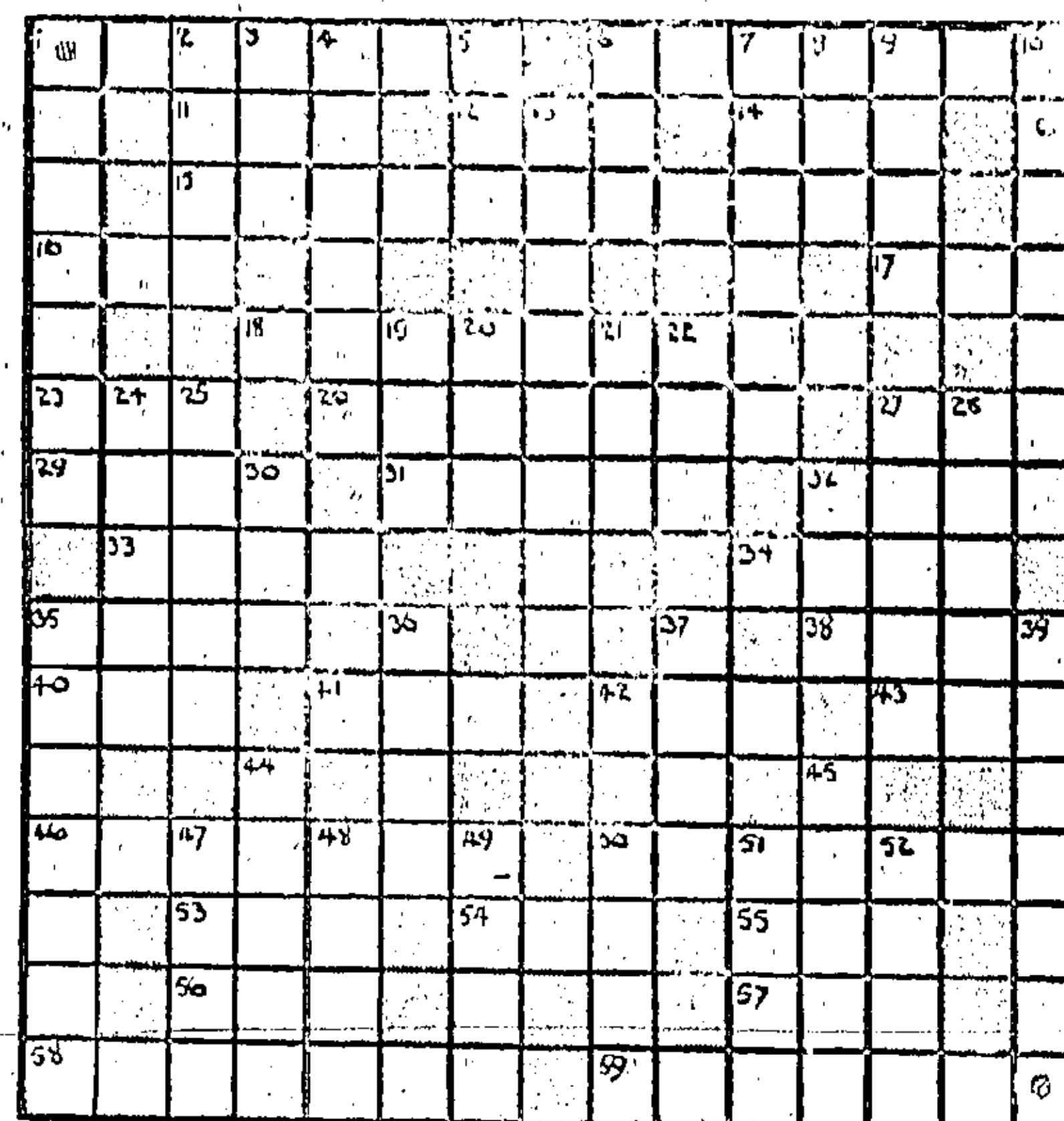
## VACCINATION.

## ST. JOHN AMBULANCE BRIGADE.

The number of Chinese vaccinated—free of charge—by members of the Ambulance Brigade, up to and including Thursday, the 28th inst., was: Chinese Y.M.C.A. Division ... 25,125 King's College Division ... 9,657 Railway Division ... 9,188 Indian Division ... 8,947 Kowloon Division ... 25,221 Mongkok Division ... 12,585 Shaikwan Division ... 5,394 St. Joseph's College Division ... 1,526 Un Long Division ... 462 Victoria Nursing Division ... 182

Total ... 98,347

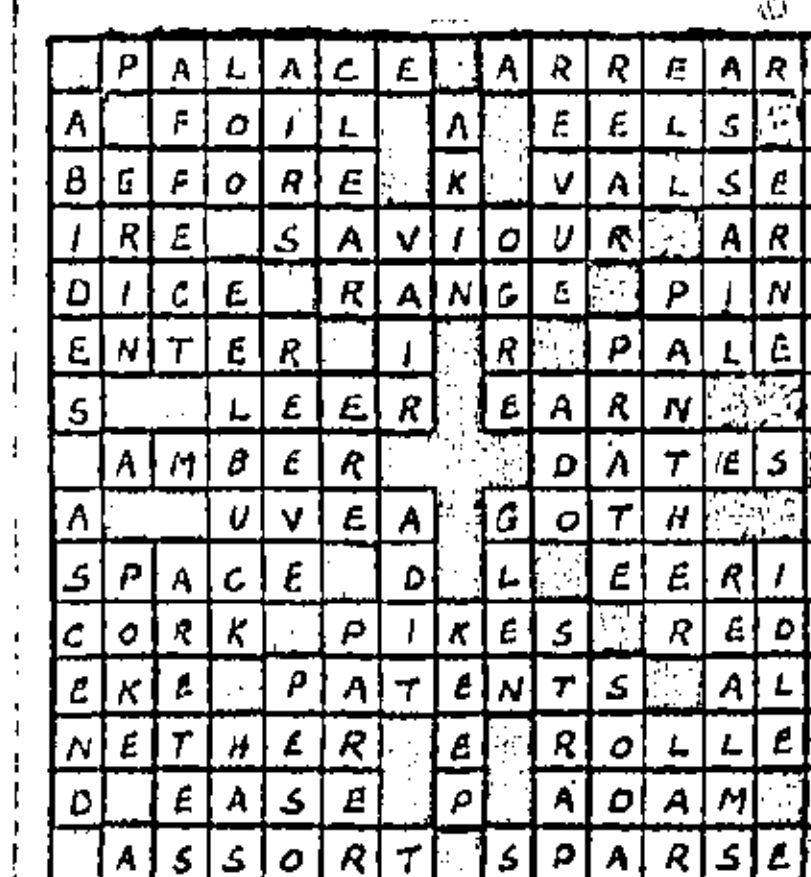
## OUR CROSSWORD PUZZLE.



Across.  
1 Narrative poems.  
6 Not working.  
11 Over.  
12 Self.  
14 Relationship.  
15 Act of bombarding.  
16 Knot.  
17 Eggs.  
18 Car body.  
23 Nesc.  
26 Sub-divisions of poems.  
27 Portuguese coin.  
29 Villain.  
31 Period in life.  
32 Rent.  
33 Unusual.  
34 Measure of length.  
35 Very small.  
38 Assent.  
40 Colour.  
41 Calico measure.  
42 High mountain.  
43 Sooner than.  
46 Certifies.  
50 One who benefits by a will.  
53 Nail.  
54 On golf links.  
55 Eastern commander.  
56 Through.  
57 Used in sea-fishing.  
58 Build again.  
59 Black woman.

10 Larger.  
13 Grumblers.  
19 Encountered.  
20 Single.  
21 Boy.  
22 Inches (abb.).  
24 Weird.  
25 Mark with an iron.  
27 Steward.  
28 Consumer.  
30 Cook in a pan.  
32 Beverage.  
35 Generous person.  
36 Narrow tear.  
37 Helpful information.  
39 Becomes sorry.  
44 Bar of metal.  
45 Bet.  
47 Narrow fillet.  
48 Withier.  
49 Stand (printing).  
50 Mongre.  
51 Sound.  
52 Well-known cricketer.

## Yesterday's Puzzle.



## LOCAL FORESTRY.

## LAMENTABLE STATE OF AFFAIRS.

The following article on "Forestry as a Commercial Undertaking," written by Mr. H. Green, Superintendent of the Botanical and Forestry Department, Hongkong, appears in the University Commercial Journal.

There is ample evidence all round us here in this Colony and in South China that the only attempts at forestry are made in order to supply the villages with fuel or at best a few inferior agricultural implements and beams for building purposes. The only exceptions being the areas in the Colony re-afforested by the Hongkong Government.

Many sound schemes for growing woods of economic value have been drawn up by local residents and in some cases a certain amount of planting has been commenced; for various reasons all such schemes have been abandoned and planted areas allowed to go to waste.

There should be no serious reason for this lamentable state of affairs. Many commercial undertakings are more precarious and difficult than forestry; in addition to this there is the fact that a moderate income or in any case a "good living" may

be made out of forestry on a large scale combined in the early stages with agriculture.

## The Chief Needs.

A hundred acres of land planted with young trees of economic value, intermixed with "secondary growth" trees which can be sold for fuel purposes, and with the lower levels and flat areas planted with quick cropping fruits and vegetables, are sufficient to support any man who is prepared to spend his whole time on the land and to work hard for the first few years.

Supposing that the more valuable trees are planted at reasonable intervals in order to allow of "ground crops" being raised, the expenses of the whole undertaking can be met by the profits from the sale of ground crops at the end of the second year.

The chief needs for such an undertaking are organisation of labour, the use of artificial fertilisers, high grade agricultural implements, one or more motor vehicles for transport work and last, but by no means least, the presence of the proprietor on the estate at all times. It should be noted that organisation of labour does not mean that field workers are to be made to work harder or longer.

The chief trouble on many estates has been that the organisation is

left in incompetent hands and numbers of able-bodied men are allowed to scatter over the estates and, with such inferior implements as they are able to secure, to carry on unbusinesslike tasks and leave valuable ground vacant for many months, when profitable crops could be raised.

## Fruits Which Thrive.

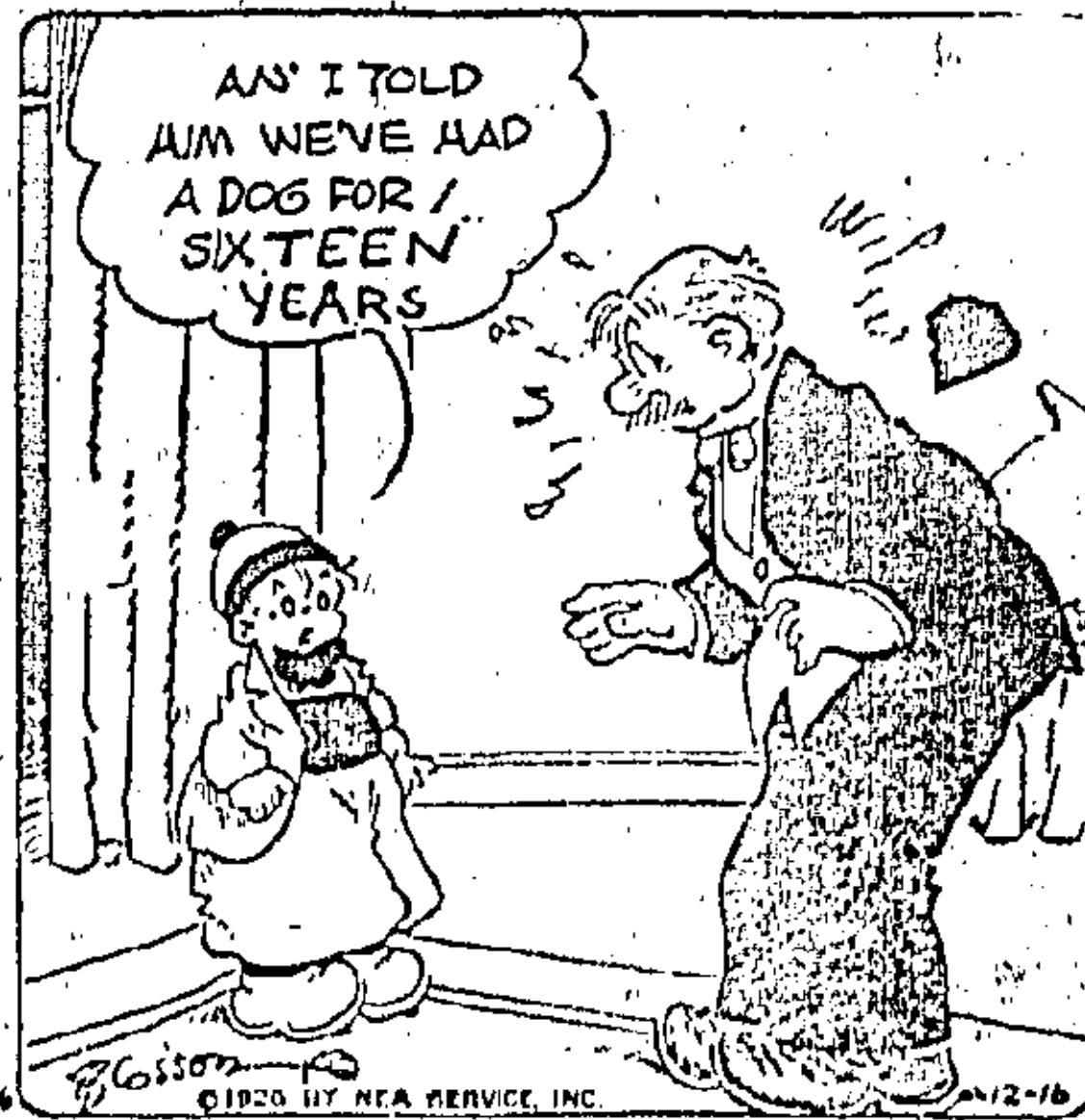
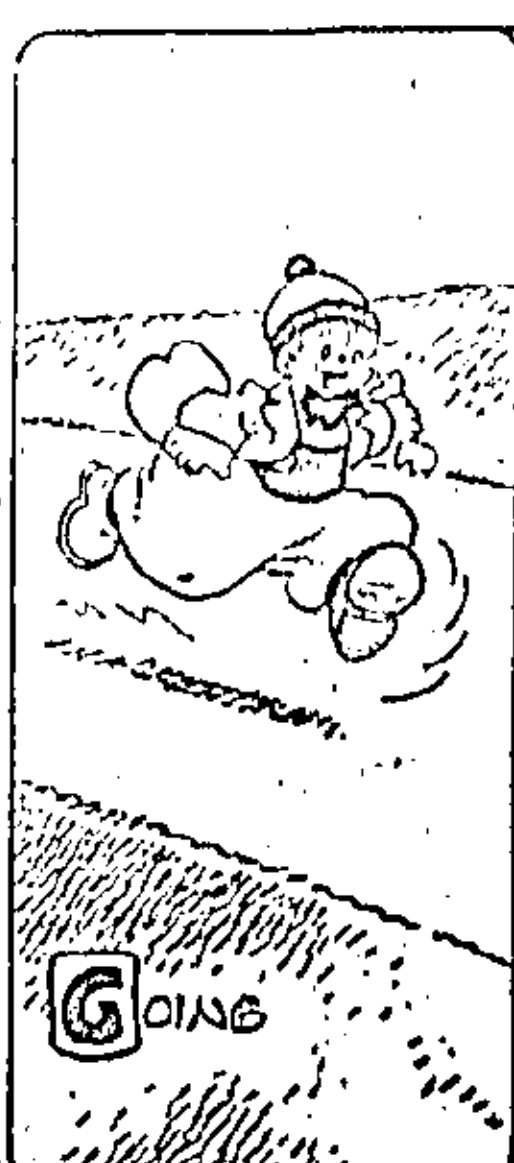
The selection of fruit crops is a matter on which advice should be sought. The most important point is to plant fruits and vegetables for which there is a steady sale locally; all such errors as the importation of fruit trees from extremely hot or cold climates should be avoided. Such fruits as pear, plum, camuola and peach are of low commercial value when grown locally. A few of those which are of better value are banana, papaya, custard apple and pineapple which, with ordinary care and cultivation, will thrive and produce heavy crops of good marketable fruit.

In my final remarks I would like to emphasize the fact that successful forestry cannot be carried on by planting an area and then leaving large numbers of trees to the care of an unskilled and uninterested guardian; flying visits of inspection to "see how the trees are getting on" are of little value; the whole time of the would-be proprietor of a forestry estate must be given to the estate.

## FRECKLES AND HIS FRIENDS

## Pop Will So Himself After This

## By Blosser





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## JOYOUS TIMES

- IN THE WATER -

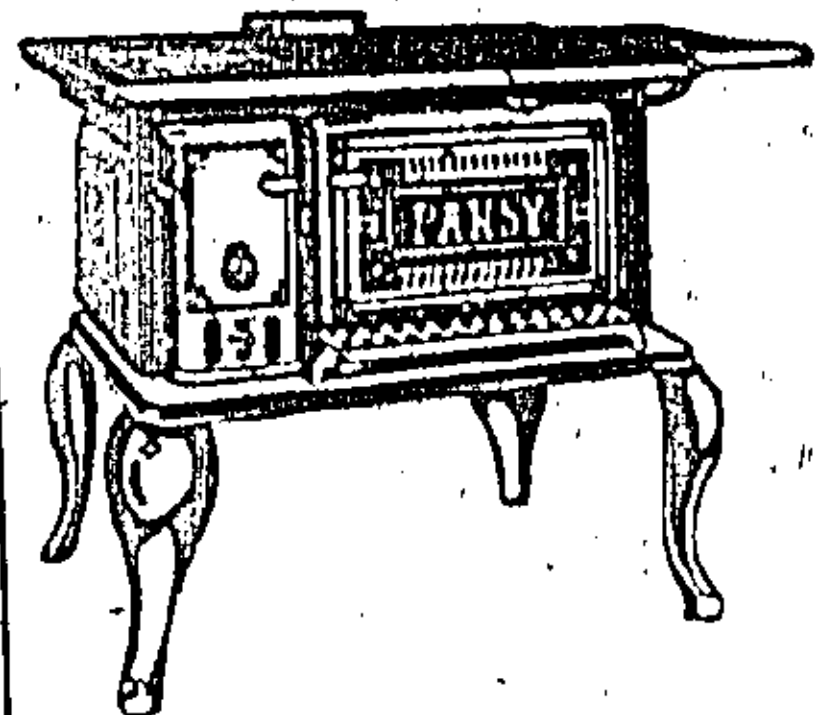


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results unsurpassed by stoves  
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Ordinances Hongkong.Alexandra Buildings,  
Des Voeux Road Central,The  
Hongkong Telegraph

SATURDAY, APRIL 30, 1927.

## SOVIET SHOWN UP.

One has almost come to take Soviet intrigue for granted. That is probably because, for some years now, there have been lengthy speeches by public men, on the Moscow menace, and columns after columns of articles on the same subject in the public press, in all the countries of the world where orderly government is enjoyed and Russia's present condition offers a grim warning. Almost has the man-in-the street become indifferent to the peril that Bolshevism implies. There is excuse for this in the long immunity that has been experienced in countries like Britain, which has continued to be governed by law and order despite occasional disruptions that, when closely examined, have proved to contain an underlying leaven of Communistic unrest. But this failure to take the Bolshevik menace as seriously as should be, cannot continue indefinitely without a rude shock to the complacent ones. Turn where we will, there is the writing on the wall, and the prospects of disorder ever haunt those who have to do with the handling of State affairs.

For a long time, the world was warned of the hold that Russia was obtaining in China. This paper was one of the first, about five years ago, to point to the connexion that could arise between the Kuomintang and the Russian pan-Asiatic propagandists. It will be recalled that the late Dr. Sun was then in active treaty with agents from Russia and Germany in what has proved to be the germ of the anti-"Imperialist" movement. Yet matters out here were suffered to take their own course, and everyone banked on the Chinese eventually discovering for themselves what Moscow "friendship" really meant. That has come to pass, and those who doubted whether Soviet intrigue was as black as it was painted are being given something to think about. One doubts if the revelations that continue to be made at Peking, on examination in detail of the documents seized in the raid on the Russian Embassy there, are not proving startling to many persons who imagined that Bolshevik intrigue had but little to do with the recent campaign of the Nationalist. It is now known definitely that Moscow has for long been

financing Canton in the general movement against the Powers, and against Chang Tso-lin, as representative of that section of China which repulsed Soviet advances. Millions of dollars in gold have gone to swell the Southern coffers and those of the Nationalist allies. For what purpose? Certainly not merely out of altruistic interest. Elaborate military plans, espionage to an extent so minute in detail as to leave nothing out that could prove the least useful, all are revealed, as messages published yesterday disclose. The set purpose was the entire Bolshevization of China, by means of conquest by a Nationalist party dyed by the Moscow plotters to the deepest possible red. After that, the Powers with legitimate interests in the country could look out for themselves!

That the Soviet Embassy and Consulates in China have been nothing more than central points for hatching and perfecting schemes of sedition and revolt, is amply proved. Peking has shown the Soviet up conclusively, and in Shanghai, as our correspondent there wrote yesterday, the Consulate is taking precautions against further incriminating evidence coming to light. But enough is already known. Never again can any sane person doubt what the definite Moscow policy is. As in China, so throughout the world. May the nations, the peoples who treasure orderly rule and peaceable living, take heed. There is a menace abroad which must be fought at every turn, and given no quarter. It may mean ultimately a contest for the saving of civilisation itself.

## Imperial Navies.

In view of the recent revival of the question of naval disarmament, the statements by Mr. Winston Churchill in his Budget speech that the British Navy is already reduced to a point beyond which it would be unwise to proceed, and the interest taken by New Zealand (always a supporter of the scheme) in the Singapore base, the matter of an Indian navy assumes particular interest. The New Zealand Premier has made an offer of £1,000,000 towards the cost of the naval base at Singapore, he has been thanked by the British Prime Minister, and public opinion in the Australasian dominion, as reflected by its newspaper press, is favourable. Evidently it is felt that the country, being unable to contribute a fleet of its own, can do something towards building a base primarily designed for the protection of the antipodean colonies. The question of colonial navies, to take over some of the burden now borne by the Imperial Government—and relying on funds coming out of the pockets of the tax-payers in Britain—is an old one. No doubt many of the loyal sons of the Empire feel keenly their entire dependence on a navy financed by the mother country, and used in the vital service of safeguarding the vast Imperial territories and their trade routes of many thousands of miles over all the seas of the world. The time must come when the idea of Imperial fleets, subsidised by particular self-governing dominions, will resolve into actuality. But that seems a long way ahead of our times. Questions of population arise, and it is necessary to wait until millions of people have established themselves in the Empire areas, before any large sums can be diverted from their revenues towards building and maintaining navies of their own, supplementary to the British naval arm. Yet that is an ideal worth constantly striving for. We have the nucleus in the Canadian and Australasian warships at present in commission, and expansion can confidently be looked for in time. However, the matter of an Indian navy, mooted some years ago, is apparently taking definite shape, the final stages of the Indian Navy Bill being before the House of Lords. This Asiatic colony has the old Royal Indian Marine, to fall back upon as a basis, and it has all the wealth that the other colonies lack. Of much interest is the Labour Party's approval of the scheme—possibly on the principle that it is another step towards giving the Indians more voice in their government, as well as relieving the Home tax-payer of a portion of his defence contribution. If it only serves as a lead to other parts of the Empire, the Indian Navy, however slow its growth, will be of considerable benefit, and this definite move towards establishing a self-maintained colonial fleet assumes distinctive importance.

## DAY BY DAY.

YOUNG MEN WHO ISOLATE THEMSELVES IN "COLLEGE AND PORR OVER BOOKS ARE NOT THE MEN WHO SUCCEED IN AFTER LIFE.—An English Vicar.

The name of the Alpha Towboat Company, Limited, has been struck off the Register.

A Chinese was sent to the Government Civil Hospital from the Taihook Sugar Refinery suffering from fractures in both legs, which were crushed by a wheel in the refinery.

The P. and O. boat, the s.s. Malwa, which was due to arrive yesterday was delayed by fog, and came into port this morning. She is due to leave at five o'clock this afternoon.

H. E. the Governor has appointed Mr. Thomas William Harold Rosegood to be Assistant Harbour Master and Examiner for Masters and Mates, with effect from 28th April, 1927.

A Chinese passenger on board the Empress of Asia was arrested and charged with possession of 3,000 rounds of revolver ammunition. The case will be heard in due course.

H. E. the Governor has appointed Dr. Ethel Mary Minett to be a Member of the Midwives Board during the absence on leave of Dr. Alice Deborah Hickling, M.B.E., with effect from 25th April, 1927.

At the Marine Court this morning, before Lieut. Commander G. F. Hole, the Chinese master of a small fishing boat was fined \$5 of five days for dragging in the Naval Anchorage without permission.

When Mr. W. K. Reynolds, 16 Felix Villas, was driving his car along Chai Road near the Italian Convent a Chinese woman crossed the road in front of the car and was knocked down, sustaining injuries to her legs. She was taken to the Government Civil Hospital but was not detained.

The following additions have been made to the list of Public Vaccinators:—L. Heang, D. Lopes, Fok Kum-yung, Hung Lail-kwan, Chan King-sim, Hui Luk-yip, Ngo Sui-jing, Cheung Wai-foon, Kwok Kit-ming, Ho Lai-yui and Yung Po-yick. The above ladies are members of the Victoria Nursing Division.

A Chinese boy, aged six, has been sent to the Government Civil Hospital suffering from injuries caused by being knocked down by Motor Car No. 338 yesterday in Queen's Road Central. The driver reports that the boy ran across the front of his car and that it was not possible to see him as he appeared from the rear of another car going in the opposite direction.

The Health Bulletin of Eastern ports for last week gives the following cases: Plague, Bassin 6, Colombo 2, Bombay and Rangoon 1 each; Cholera, Calcutta 137, Haiphong 80, Saigon 26, Bangkok 9, Rangoon 3, Bombay 1; Small-pox, Calcutta 191, Bombay 80, Rangoon 50, Canton 7, Madras 6, Bangkok and Macao 2 each and Vizagapatnam 1.

The following is from *Cathedral Notes*:—On March 27th last, at Windermere, there passed to his eternal rest the Rev. William Jennings, the last Colonial Chaplain of St. John's Cathedral, Hongkong, who was Chaplain here from 1880 to 1890. Mr. Jennings was in his 80th year. In those days the Church was "established" and the Colonial Chaplain was appointed, paid and pensioned by the Government. Mr. Jennings was succeeded by the Rev. R. F. Cobbold, now rector of Bratton Fleming, who was the first "Cathedral Chaplain." Mr. Cobbold was followed by the Rev. F. T. Johnson, who was succeeded by the present Chaplain. The Cathedral is now vested in the Church Body who are the Trustees and appoint the Chaplain. There are still some here who remember Mr. Jennings.

The services at the Cathedral in Holy Week and at Easter were much better attended than usual. The Cathedral looked its best on Easter Day with a great abundance of lilies. At Matins the congregation was greater than the seating capacity of the Cathedral and chairs had to be brought in. The Communists numbered 287, which is a record. Unfortunately heavy rain came down shortly before the Flower Service, but in spite of this there was a good attendance and a beautiful lot of flowers were presented and afterwards sent to the Naval, Military and Netherdale Hospital, the authorities of which have written to say how much they were appreciated by the patients. There was again a large congregation at Evensong and at the social gathering afterwards in the Hall, the accommodation was taxed to its utmost.—*Cathedral Notes*.

## CROSSWAYS OF THE WORLD.

To-day at Montparnasse.

Once upon a time the Crossways of the World were said to be at the Paris Opera. Those crossways of the world have been displaced. It was repeated by travellers of all conditions and by the Parisians themselves that the surest way to find anybody whose traces had been lost was to sit on the terrace of the Cafe de la Paix on the Grands Boulevards. Sooner or later the lost person, if one were patient enough, would go by.

This was a pardonable exaggeration. It truly conveyed the cosmopolitan character of this angle of the boulevards. Those men and women who were in the habit of undertaking long voyages all went in an unceasing procession by the Opera of Paris. They came from all the Balkan countries; they came from Russia; they came from the Mediterranean lands; they came from Germany and from England; they came from the Near East and from the Far East; they came from America. Here was the veritable centre, a sort of secular Mecca.

The Grands Boulevards of Paris are still thronged, but since the war there has been a remarkable displacement, and a new centre has been formed. The Crossways of the World are to-day rather at Montparnasse, on the southern side of the Seine. In the past few months the writer has seen in this spot an extraordinary number of the most celebrated writers of the United States. He has seen sociologists and politicians; he has seen professors and students; he has seen, in short, all those who make their way through Europe in search of instruction or of entertainment, who wish to observe and who wish to encounter men of other nations.

The Boulevard du Montparnasse, where it crosses the Boulevard Raspail, is, in its present form, of comparatively recent growth. The whole stretch of pavement is a matter of only a thousand yards, yet in those thousand yards a score of languages are spoken. Representatives of every country are to be met, and especially there are to be met members of every school of artistic expression. There are the most fantastic costumes; there are all degrees of culture. Here is the rendezvous of intellectuals—some of them true intellectuals, others of them false. There are painters who can paint and painters who cannot paint. There are poets who have done excellent work, and others whose poetry, one imagines, is a mere excuse for idleness.

Along this thoroughfare are bookshops galore, and shops which deal in antiques, and shops which sell pigments and encls. In the hotels which lie on either side—some of them little, some of them big, some of them dingy and some of them palatial—are hosts of foreigners, of whom a large proportion are Americans. The character of Montparnasse is unmistakable. It is written on its forehead. There is a sense in which Montparnasse is the Greenwich Village of the Chelsea of Paris; but it is much more than Greenwich Village or Chelsea—it is more foreign, more animated, more mixed, more teeming.

CHINA UNDERWRITERS.  
THIRD YEAR'S LOSS.

The third annual report of the General Managers and Consulting Committee of China Underwriters, Limited, which is to be presented at the annual meeting on May 7th, states:—

ANTI-COMMUNIST  
PROPAGANDA.HANKOW ACCUSED OF  
ROBBING.

The war of propaganda, at least, waged by the Chiang Kai-shek party and Chinese merchants continues merrily. In the course of a lecture, Mr. Lung Shun, chairman of the Shanghai branch of the Kuomintang, says that the Hankow Communist Government is composed entirely of corrupt and undisciplined persons who have robbed the people of more than \$21,000,000 since proclaiming the moratorium. Unless these people are exterminated there can never be peace in China, he said.

Chinese papers report that, acting under instructions from the Nationalist Political Bureau, a party of soldiers visited the different Kuomintang headquarters at Pootung, Nanchai and Chuanhsa and suppressed them in addition to arresting several scores of notorious Communists. In view of the large quantities of Communist leaflets and application forms found, the authorities consider that they were justified in suppressing these places which, they say, were not Kuomintang branches but Communist nests.

The Nationalist military authorities are reported to have offered rewards of \$1,000 each for about 25 leading members of the Communist party and \$500 each for the arrest of their followers.

## A Merchants' Organization.

Messrs. Wong King-yung, Chang Siu-ling and Doo Yee-sung leading merchants of the French Concession, who have organized the Anti-Communist League, an organization which is receiving considerable support from all parts of the country, have circulated another telegram in which they deny that they have started this league to fight Communism for selfish reasons. They say that they have read too much of the activities of the Bolsheviks in Russia and realized the menace

## LIFE ASSURANCE BUSINESS.

Life Assurance Applications received during the year amounted to \$4,211,165. Life Policies were issued for \$3,892,553 at Annual Premiums of \$231,167 and applications for \$249,209 were declined. The remainder were postponed or in course of consideration at the end of the year. The Life Premium Income after deduction of Reassurances amounted to \$293,171.83. The sum of \$23,072.95 was transferred to Establishment of Life Business Account which amounted to \$152,649.05 at the 31st December, 1926.

Profit and Loss Account.—The Profit and Loss account after placing \$99,240.54 to reserve to meet unexpired Marine risks, \$32,391.16 to meet unexpired Fire risks and \$2,378.77 to meet unexpired Accident risks, shows a debit balance of \$116,382.46.

Consulting Committee.—In accordance with the Articles of Association the Consulting Committee retire and being eligible offer themselves for re-election.

Auditors.—The accounts for the year have been audited by Messrs. Lowe, Bingham & Matthews, Chartered Accountants, and Messrs. Percy Smith, Seth & Fleming, Incorporated Accountants, who being eligible offer themselves for re-election.

they are facing in China; so they have issued their appeal to the public for support in the fight. They say, in conclusion, that they cannot and will not bear to see the beautiful Chinese civilization, several thousand years old, trampled down under the feet of the Bolsheviks.









## LONDON SERVICE

"HECTOR" 4th May. Marseilles, London, R'dam & Glasgow  
 "CALOHA" 17th May. Marseilles, London, R'dam & H'burg  
 "AENEAS" 31st May. Marseilles, London, R'dam & Glasgow  
 "DIOMED" 14th June. Marseilles, London, R'dam & H'burg  
 \* Call at Casablanca.

## LIVERPOOL SERVICE

"KEEMUN" 14th May. Genoa, Havre, Liverpool & Glasgow  
 "THESEUS" 20th June. Genoa, Havre, Liverpool & Glasgow  
 "OANFA" 16th July. Genoa, Havre, Liverpool & Glasgow

## PACIFIC SERVICE

via KOBE & YOKOHAMA  
 "PROTESILAUS" 19th May. Victoria, Vancouver & Seattle  
 "TALHYBIUS" 9th June. Victoria, Vancouver & Seattle

## NEW YORK SERVICE

"EUMAEUS" 8th May. New York, Boston & Baltimore  
 "ELPENOR" 8th May. New York, Boston & Baltimore

## PASSENGER SERVICE

"AENEAS" 3rd May, daylight, SHANGHAI  
 "HECTOR" 4th May. Singapore, Marseilles & London  
 "AENEAS" 31st May. Singapore, Marseilles & London  
 "BAP-PON" 29th June. Singapore, Marseilles & London  
 "PATROCLUS" 27th July. Singapore, Marseilles & London

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## CANADIAN PACIFIC

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## SAILINGS 1927.

STEAMERS	Hongkong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Van'vor Arrive
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 4	June 7	June 10	June 13	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 13	July 16	July 19	July 22	July 31
EMPEROR OF CANADA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 21
EMPEROR OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPEROR OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2
EMPEROR OF CANADA	Oct. 5	Oct. 8	Oct. 11	Oct. 14	Oct. 23

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

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S.S. SALABANGKA ... 15th May.  
 S.S. OLDEKERK ... 13th June.  
 S.S. GEMMA ... 16th July.

## Arrivals From Europe.

S.S. OLDEKERK ... 3rd May.  
 S.S. GEMMA ... 30th May.  
 S.S. ZOSMA ... 27th June.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to

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 PRESIDENT PIERCE ... Tuesday, June 7th  
 PRESIDENT TAFT ... Tuesday, June 21st  
 PRESIDENT JEFFERSON ... Tuesday, July 5th  
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May 10	San Francisco	Leviathan	June 11	C'brg 8'hmpn June 17
May 18	Seattle	Geo. Washington	June 15	P'mth C'brg June 23
May 24	San Francisco	Majestic	June 26	C'brg 8'hmpn July 1
June 1	Seattle	Leviathan	July 2	C'brg 8'hmpn July 8
June 7	San Francisco	Olympic	July 9	C'brg 8'hmpn July 16
June 15	Seattle	Geo. Washington	July 13	P'mth C'brg July 21
June 21	San Francisco	Homeric	July 23	C'brg 8'hmpn July 29
June 29	Seattle	Leviathan	Aug. 1	P'mth C'brg Aug. 7
July 5	San Francisco	Majestic	Aug. 6	C'brg 8'hmpn Aug. 12
July 13	Seattle	Berengaria	Aug. 10	C'brg 8'hmpn Aug. 16
July 19	San Francisco	Leviathan	Aug. 20	P'mth C'brg Aug. 26

TO SEATTLE AND VICTORIA VIA SHANGHAI,  
KOBE AND YOKOHAMA.

## "THE FAST SHORT ROUTE"

PRESIDENT JEFFERSON ... Wed., May 4th, 9.00 a.m.

PRESIDENT GRANT ... Wednesday, May 18th

PRESIDENT MADISON ... Wednesday, June 1st

PRESIDENT JACKSON ... Wednesday, June 15th

PRESIDENT McKINLEY ... Wednesday, June 29th

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## PORT SAID—ALEXANDRIA—NAPLES

## —GENOA—MARSEILLES.

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PRESIDENT HARRISON ... Tuesday, May 24th 8.00 a.m.

PRESIDENT MONROE ... Tuesday, June 7th 8.00 a.m.

PRESIDENT WILSON ... Tuesday, June 21st 8.00 a.m.

PRESIDENT VAN BUREN ... Tuesday, July 5th 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

## TO MANILA.

PRESIDENT LINCOLN ... May 4th

PRESIDENT GARFIELD ... May 10th, 8.00 a.m.

PRESIDENT CLEVELAND ... May 16th, 6.00 p.m.

PRESIDENT HARRISON ... May 24th, 6.00 a.m.

PRESIDENT MADISON ... May 24th, 6.00 p.m.

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## SPECIAL NOTICE.

Steamer 824 from Hongkong on  
 30th April, 2nd & 4th May at 1 a.m. instead of  
 2 a.m. and returns from Canton at 3 p.m. same day.

The 3 p.m. steamer from Canton (Sunday excepted)  
 on arrival in Hongkong berths at Wing Lok Street Wharf.  
 All steamers will, as usual, leave for Canton from the  
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## SUNDAY EXCURSION.

On Sunday, the 1st May, "SUI AN" will depart  
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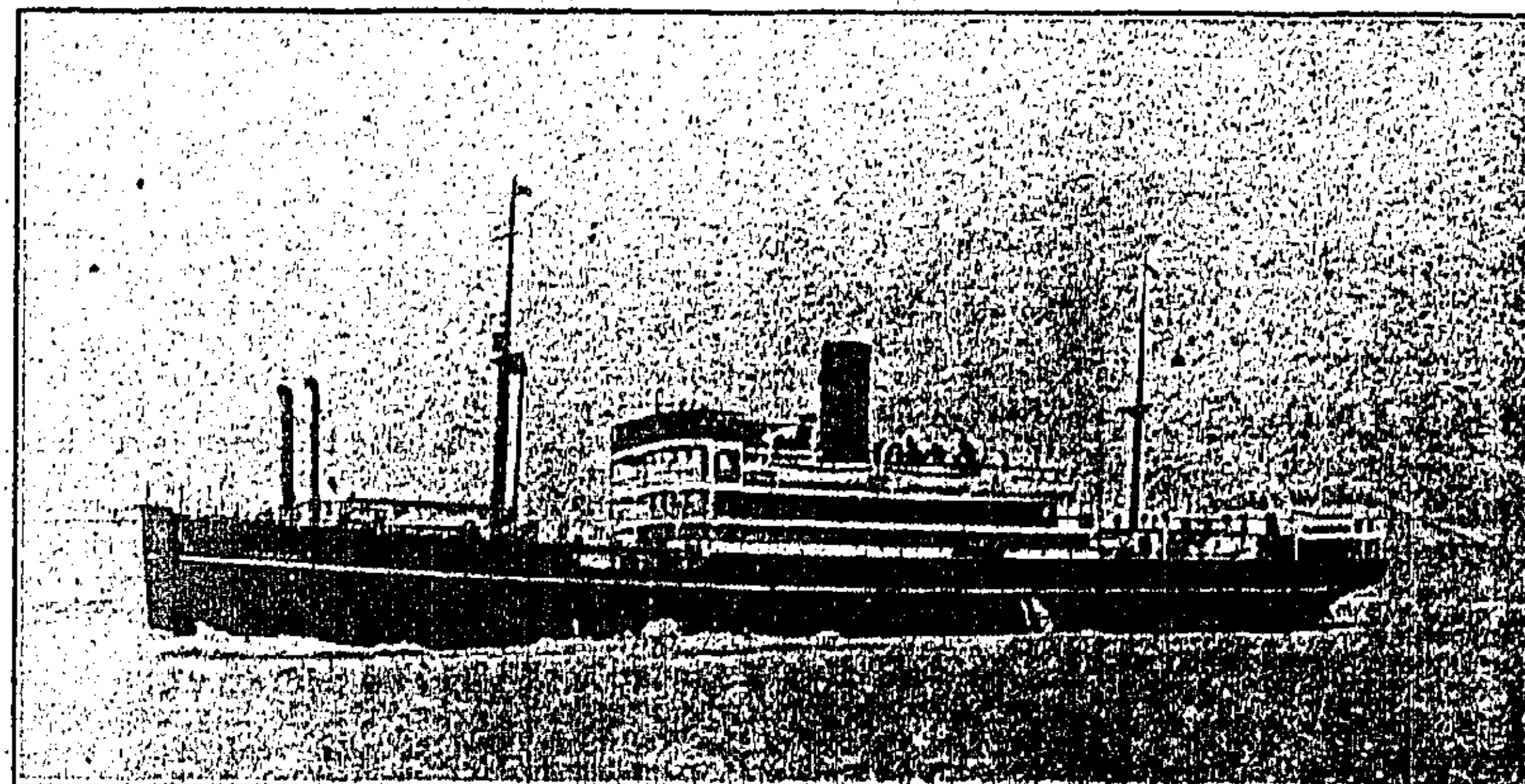
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 \*Calls Los Angeles  
**SOUTH AMERICA** via Japan, Honolulu, Los, Angles Mexico & Panama  
**BOKUYO MARU** ... Wednesday, 8th June, at noon.  
**MARSHALLS, LONDON ANTWERP & ROTTERDAM** via Ports.  
**ATSUTA MARU** ... Saturday, 7th May, at 11 a.m.  
**KASHIMA MARU** ... Saturday, 21st May, at 11 a.m.  
**HAKONE MARU** ... Saturday, 28th June.  
**SYDNEY & MELBOURNE** via Manila & Ports.  
**MISHIMA MARU** (Calls Zamboanga) Wed, 25th May, at 11 a.m.  
**TANGO MARU** ... Wednesday, 22nd June.  
**NEW YORK and/or BOSTON** via PANAMA.  
**LISBON MARU** ... Thursday, 5th May.  
**TSUYAMA MARU** ... Saturday, 14th May.  
**LIVERPOOL** via Singapore, Colombo, Port Said & Ports.  
**DAKAR MARU** (Calls Saigon) ... Sunday, 15th May.  
**BUENOS AIRES** via Singapore, Mombasa Delagoa Bay Durban  
 Algon Bay, Cape Town, Rio de Janeiro & Santos  
**WAKASA MARU** ... Saturday, 28th May.  
**BOMBAY** via Singapore & Colombo.  
**RANGOON MARU** ... Wednesday, 4th May.  
**SEIO MARU** (Calls Penang) ... Thursday, 12th May.  
**CALCUTTA** via Singapore, Penang & Rangoon.  
**MORIOKA MARU** ... Saturday, 30th Apr.  
**NAGATO MARU** ... Tuesday, 10th May.  
**NAGASAKI, KOBE & YOKOHAMA.**  
**TANGO MARU** ... Saturday, 21st May.  
**SHANGHAI, KOBE & YOKOHAMA.**  
**SADO MARU** ... Wednesday, 30th Apr.  
**SUWA MARU** ... Monday, 2nd May.  
**DELAGO MARU** ... Thursday, 5th May.  
**FUSHIMI MARU** ... Monday, 16th May.  
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 M.V. "VIMINALE" Sails on or about 23rd May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ESQUILINO" Sails on or about 6th May.  
 S.S. "VENEZIA" Sails on or about 31st May.  
 M.V. "ROMOLO" Sails on or about 28th June.  
 M.V. "VIMINALE" Sails on or about 26th July.

## NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta 3rd June.  
 S.S. "UMVOLOSI" Sails from Calcutta 30th June.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

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"Changte" &amp; "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.  
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
 HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HONGKONG ON OR ABOUT
TAIPING	10th May	17th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE.** Tel. C. 36.

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## P. &amp; O. BRITISH INDIA, APCAR AND EASTERN &amp; AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)  
 Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, B. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.  
**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**  
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MALWA	10,980	30 Apr. 5 p.m.	Marselles & London
DELTA	8,097	3rd May	Singapore, Obo & London
LAHORE	5,252	11th May	Marselles, London & A.werp
NELLORE	6,853	17th May	Marselles, London & A.werp

Frequent connections from Port Said for Passengers &amp; Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Rhedivis Mail S. S. Co.

## BRITISH INDIA-APCAR SAILINGS

	Tons	From Hongkong	Destination
TILAWA	10,000	4th May	S'pore, Penang & Calcutta
TAKLIWA	10,000	8th May	S'pore, Penang & Calcutta
SANTHIA	7,754	17th May	S'pore, Penang & Calcutta

**EASTERN & AUSTRALIAN SAILINGS (South)**  
 TANDA 6,956 3rd June Manila, Sandakan, Thurs.  
 ST. ALBANS 4,500 1st July Island, Townsville, B'bang.  
 ARAFURA 6,000 29th July Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.  
 The P. & O. S.S. Co. Ltd. steamers will also call at Shanghai, Hio, Obo, Colombo, Tawao, Timor, Darwin, or other ports en route as indicated on offers.  
 Frequent connections from Australia with the following:  
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
 The P. & O. Royal Mail Steamers to London via Suez Canal.  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co's Steamers, or Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN

	Tons	From Hongkong	Destination
TANDA	6,956	8th May	Shanghai, Moji & Kobe
MIRZAPORE	6,715	10th May	Shanghai, Moji & Kobe
KASHMIR	8,985	12th May	Shanghai, Moji & Kobe
MANTUA	10,946	26th May	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.  
 For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & Co.,** Agents.  
 P. & O. Bldg., Connaught Rd., C.

## GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM &amp; HAMBURG via STRAITS &amp; COLOMBO.

	From Hongkong	Destination
Motor Vessel "GLENLUCE"	4th May	London
Motor Vessel "GLENBEG"	31st May	London
Steamship "CARNARVONSHIRE" (Via Oran)	29th June	London
Steamship "PEMBROKESHIRE" (Via Oran)	27th July	London

SHANGHAI, KOBE, YOKOHAMA &amp; VLADIVOSTOCK.

Duo Hongkong.

	From Hongkong	Destination
Motor Vessel "GLENLARA"	8th May	London
Steamship "CARNARVONSHIRE"	14th May	London
Motor Vessel "GLENSHIEL"	26th May	London
Steamship "PEMBROKESHIRE"	11th June	London
Steamship "GLENIFFER"	23rd June	London

For freight, passage and further particulars, apply to:

**JARDINE, MATHESON & CO., LTD.**

AGENTS: THE GLEN LINE, LTD.

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AND

AMERICAN &amp; MANCHURIAN LINE.

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

	From Hongkong	Destination
S.S. "EUMAEUS"	via Suez Canal 8th May	Boston
S.S. "CITY OF DERBY"	via Suez Canal 22nd May	Boston
S.S. "ELPENOR"	via Suez Canal 5th June	Boston

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:

**CUTTERFIELD & SWIRE OF THE BANK LINE, LD., HONGKONG.**Hongkong & Canton. **Jardine Matheson & Co., Ltd., Canton.**

## INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

	Destination	Steamer	Sailings
CANTON	Swatow & S'hai	Hangsang	Sun. 1st May at 7 a.m.
TSINGTAU	Swatow & S'hai	Fooshing	Sun. 1st May at 7 a.m.
OSAKA	Moji, Yokohama & Kobe	Hosang	Mon. 2nd May at 7 a.m.
STRAITS & Calcutta	Namsang	Mon. 2nd May at 3 p.m.	
TSINGTAU	Swatow & S'hai	Hangsang	Wed. 4th May at 7 a.m.
TIENSIN	Cheongshing	Thurs. 5th May at 7 a.m.	
TSINGTAU	Swatow & S'hai	Waishing	Sun. 8th May at 7 a.m.
SANDAKAN	Mausang	Mon. 9th May at 7 a.m.	
KOBE	via Amoy, & Moji	Fooksang	Thurs. 13th May at 7 a.m.
STRAITS & Calcutta	Lalsang	Satur. 14th May at 3 p.m.	
TSINGTAU	Swatow & S'hai	Kwongsang	Sun. 15th May at 7 a.m.

For freight or passage apply to:

**JARDINE, MATHESON & CO., LTD.**

Telephone 215. Central

General Managers

## CONSIGNEE NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship, "BENMOHR"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns at the Hongkong and Kowloon Wharf and Godown Co. Ltd., wharves and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, 1927, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 17th May, 1927, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by:

**GIBB, LIVINGSTON & CO., LTD.,** Agents.  
 Hongkong, 26th April, 1927.

## LLOYD TRIESTINO NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

The Steamship, "VENEZIA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, KARACHI, COLOMBO, PENANG and SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., wharves and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 29th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by:

**DODWELL & CO., LTD.,** Agents.  
 Hongkong, April 29, 1927.

## PASSENGERS.

ARRIVED.

Per s.s. Empress of Asia from Vancouver via ports, April 29.—Miss B. Darville, Miss A. McNeill, Dr. J. K. Milward, Mr. W. H. Peters, Mr. A. Ashworth, Mr. J. Bourne, Mr. J. H. Green, Mr. K. H. Hu, Mrs. Hu, and two infants, Mr. Y. K. Kak, Mr. J. M. Kak, Mrs. G. Y. K. Kak, Mrs. L. Y. K. Kak, Miss H. Kak, Miss Y. Kak, Miss K. Kak, Mr. J. C. Noel, Mr. P. I. Newman, Mr. P. P. O'Hare, Mrs. Owyang, Miss Owyang, Miss Owyang, Mr. T. Y. Pol, Mrs. K. Pol, Mrs. Poo, Mr. R. H. Purcell, Mrs. Purcell, Miss R. Rumjahn, Mrs. N. S. Tong, Miss M. Tong, Master L. Tong, Miss W. Archer, Mr. B. F. Wong, Mr. F. T. Wong, Mrs. Wong, Mrs. L. S. Wah, Mr. C. F. T. Anderson, Mrs. Anderson, Dr. C. S. Cheng, Mr. T. C. Chang, Mrs. Chang Suoy, Miss F. Chang Suoy, Mr. F. C. Chow, Mrs. C. L. Chiang, Mr. H. C. Chow, Mrs. Chow, Mr. L. S. Dai, Mr. Y. C. Koo, Mr. K. M. Lum, Mr. Y. C. Lu, Mr. Y. C. Yu, Mr. C. Y. Lum, Mr. F. Masch, Mrs. Masch, Mrs. Y. K. Noon, Mr. A. Y. Sue, Mr. Wm. Beam-fay, Mr. R. Moon, Mr. B. Moon, Mr. M. R. Pereira, Mrs. J. C. P. Assumpcao, Master M. A. Pereira, Master E. M. Pereira and infant, Mr. O. F. Tong, Mr. Y. L. Fang, Mr. C. W. Wong, Mrs. Wong, Mr. T. P. Wong, Mr. T. D. Wong, Mrs. Wong, Master Wong, Mr. S. M. Yu, Mr. K. S. Yuen, Mr. J. Y. M. Seck.

DEPARTED.

Per s.s. Empress of Asia for Manila, April 29.—Mr. and Mrs. Wm. S. Beckman, Mr. J. Buckley, Miss K. Barr, Maj. and Mrs. S. P. Budd, Mr. Chui Tai, Mr. and Mrs. A. C. Carino, Mr. and Mrs. L. Campbell, Mrs. A. Drake, Miss J. Dietz, Mr. and Mrs. R. Francisco, Mr. I. Francisco, Miss R. E. Frush, Mr. A. S. Gray, Mrs. J. Glass, Mrs. M. Galera, Mrs. M. Wm. Haselmann, Mr. F. C. Hagedorn, Mr. S. E. Jackson, Mr. P. V. Xavier, Miss L. D. Kirkness, Mr. and Mrs. G. K. Kjellberg, Rev. and Mrs. S. D. Lomasson, Mr. K. B. Li, Mr. T. K. Lien, Mr. E. Littell, Mr. V. T. Manns, Mr. and Mrs. Jos. M. Martinez, Miss C. Martinez, Miss C. Martinez, Miss J. E. Magee, Mr. R. Martinez, Miss J. E. McGeechie, Mrs. M. Neves, Miss M. Neves, Mr. N. C. Nyl, Mrs. S. Nishino, Mr. L. A. Ogly, Mrs. T. Oknda, Mrs. M. Oknda, Mr. D. Petrovitch, Miss L. A. Pokrospivny, Mr. F. W. Pucknell, Mrs. M. V. Spotswood, Mr. Sin Wing, Miss N. Sander, Rev. and Mrs. E. L. Souder, Miss M. Souder, Master E. M. Souder, Master C. Souder, Mr. K. Shigeyoda, Mr. Tan Chiang-sun, Mr. Z. K. Ting, Mr. P. L. Tzu, Mr. L. Tin, Mr. R. B. Fowler, Mrs. M. S. Tewslar, Miss M. S. Towaler, Mrs. K. Uchida, Mr. and Mrs. J. M. Walker, Mr. and Mrs. D. S. Williams, Mr. S. V. Yuk, Mr. T. L. Zung.

## MOTHER'S DAY.

TO BE OBSERVED AT THE Y. M. C. A.

Tomorrow is being observed as Mother's Day at the European Y.M.C.A. in Kowloon and in connexion with it the following appears in the latest issue of *The Red Triangle*:

Following a custom which is becoming very popular at Home, we propose to observe Sunday, 1st May, as Mother's Day.

We Britishers are rather reticent on matters most dear to us, but this is an opportunity when we can break through our national reserve and thus do honour to one who means so much to us.

We have Armistice Day; Hospital Day; Labour Day; Racing Days and hosts more, then why not reserve one day for Mother, who has a greater claim on us than most of the other objects worthy of observance?

So let each Member of our Association pay his homage to his Mother on this day, realising that nothing we can do or say can repay the debt we owe. Of course, every day—and every night—is Mother's, for she is always on duty, but this is especially a day when we honour her before our fellows: when we renew our vows of love to her.

Representing Home.

To many of us it will be a Day of Remembrance, for Mother is no longer with us. Those helpful letters no longer come, and yet we feel she is often very close to us. We have only a fragrant memory of the one who will ever be dear and to whom we owe the best in us.

Mother represents Home. Mothers are the creators of Homes and surely there is no nobler task than to be the inspiration of the Home. Many of us are what we are through the influence of our Homes and how we miss them out here! There is no substitute for the Home and no modern invention can take its place.

Let us then think of Mother on this Her Day, far away in the Homeland or maybe in the Home above she is thinking of us. In the closing days of her busy life she is thinking of us as little chaps needing her care.

White Knights.

She recalls the times in the past when we told her all the worries of school and then, later on, when we went out to take our part in the larger life of the world. But to her we are always boys and with a splendid faith she believes we are good boys too, in fact, we are White Knights; may we always live up to her ideals.

"God gave her memory that she might have June roses in December."

On Sunday night, May 1st, special references will be made to this Day at the Quiet Hour. It is thought that Members would like to join us at this meeting.

It is being arranged to have a group photograph taken after tiffin. Members not residing in the Building are requested to join with the Residents and to be at the Association at about 2 o'clock.

## FINE REDUCED.

A RECENT CACHE OF AMMUNITION.

Mr. G. R. Haywood made an application, before Mr. W. Schofield at the Kowloon Magistracy yesterday for the remission of the fine of \$1,000 imposed on a Chinese passenger who was recently charged with being in unlawful possession of 192 rounds of ammunition on board the President Taft.

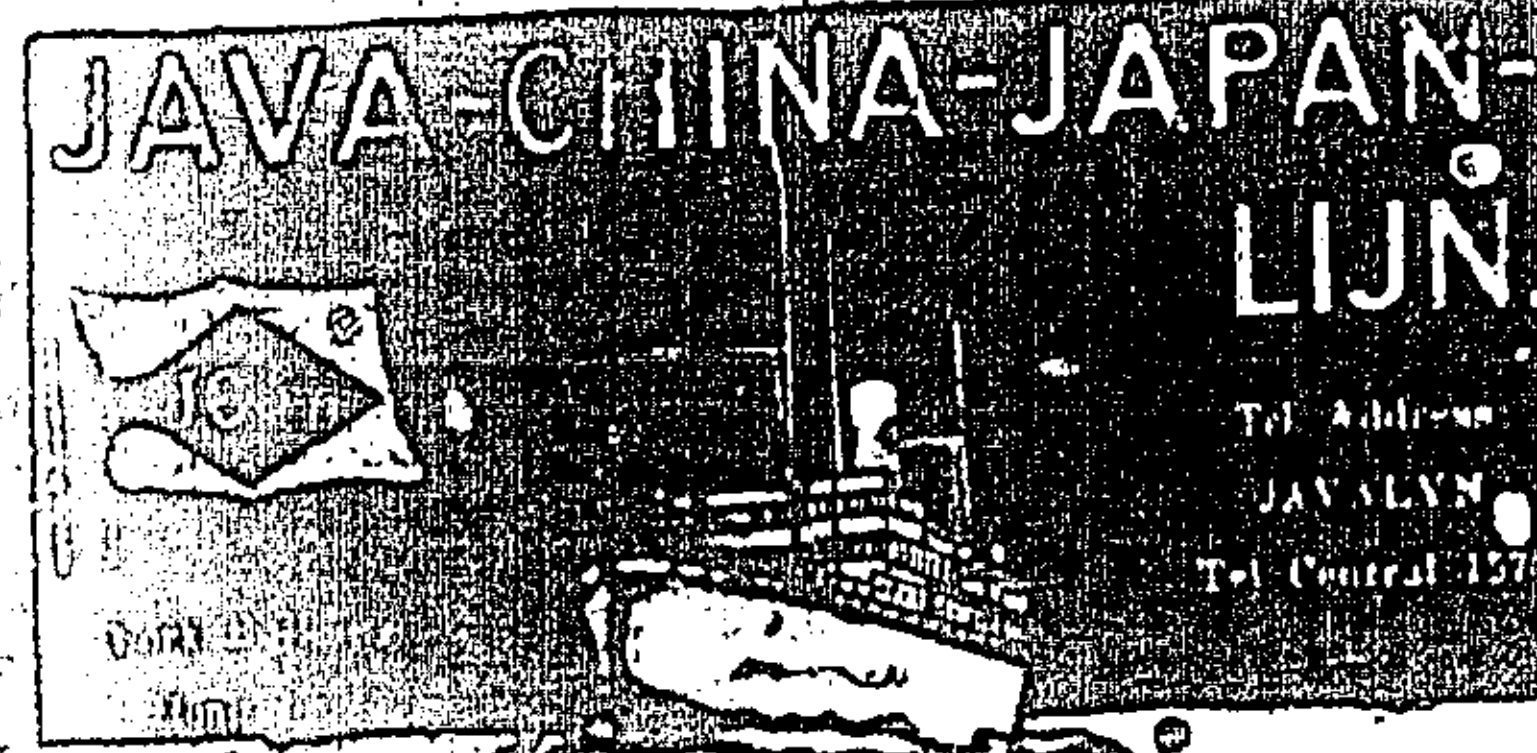
Mr. Haywood pointed out the difference between the man who smuggles arms with a view to sale and the man who merely has the arms for his own protection. He laid great stress on the fact that the defendant had only 192 rounds of ammunition without any revolver. The defendant was taking the ammunition for self-protection. The police, he said, were in agreement with him that the fine was rather heavy.

His Worship pointed out to Mr. Haywood that the defendant had the ammunition cleverly hidden in honeycomb holes in the sides of a packing case.

Mr. Haywood admitted the defendant was aware he was violating the law, but he was smuggling them for his own use.

When asked why the defendant did not declare the ammunition before coming into the Colony, Mr. Haywood replied that, knowing he was doing wrong, the defendant was naturally frightened.

His Worship reduced the fine to \$300.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Ste mers	From	Expected on or about	Will leave on or about	For
Tjibodas	Amoy	In Port.	30th Apr.	Batavia
Tjikembang	Java	30th Apr.	3rd May	Shanghai
Tjilondari	N. China	8th May	10th May	M'kear & Java
Tjikini	Java, Mosr	9th May	12th May	Amoy, N. China
Tjilwong	Java, Mosr	13th May	18th May	Saigon
Tjikarang	Batavia	15th May	18th May	Shanghai
Tjikembang	S'hai, Amoy	18th May	19th May	Batavia
Tjisalak	Java, Mosr	23rd May	26th May	Amoy, N. China
Tjisroca	Batavia	29th May	2nd June	Shanghai
Tjikarang	Shanghai	30th May	2nd June	Batavia

\*Via Macassar

\*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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SERVICE OF FAST MOTOR VESSELS LOADING DIRECT FOR

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	From	Expected on or about	Will leave on or about	For
M.V. "SUMATRA"	...	...	16th May	...
M.V. "JAPAN"	...	...	8th June	...

FOR SHANGHAI and JAPAN PORTS.

	From	Expected on or about	Will leave on or about	For
M.V. "JAPAN"	...	...	1st May	...
M.V. "BENARES"	...	...	20th June	...
M.V. "NANKING"	...	...	14th July	...



## HOTELS.

## THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL  
Telegraphic Address: "KREMLIN, HONGKONG."

## SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL;  
MAJESTIC HOTEL.  
Telegraphic Address: "CENTRAL, SHANGHAI."

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Des Wagons Lits, Peking.

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Cables KOWLOTEL, HONGKONG

Manager

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Three minutes from Kowloon Wharf, Ferry and Railway Station.  
Entirely under English Management. Electric Light and Fans throughout.  
Every Room with Private Bath, Lounge, Bar and Billiard Room.  
Unrivalled Cuisine under the personal supervision of the proprietress.  
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After-dinner  
dancing every  
Tuesday, Thursday  
and Saturday.

## Grill

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Arthur E. Odell, Managing Director.

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Madame Flint

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"GRAND DISPLAY AND SALE"

OF

"NEW SPRING SEASON PARIS MODELS"

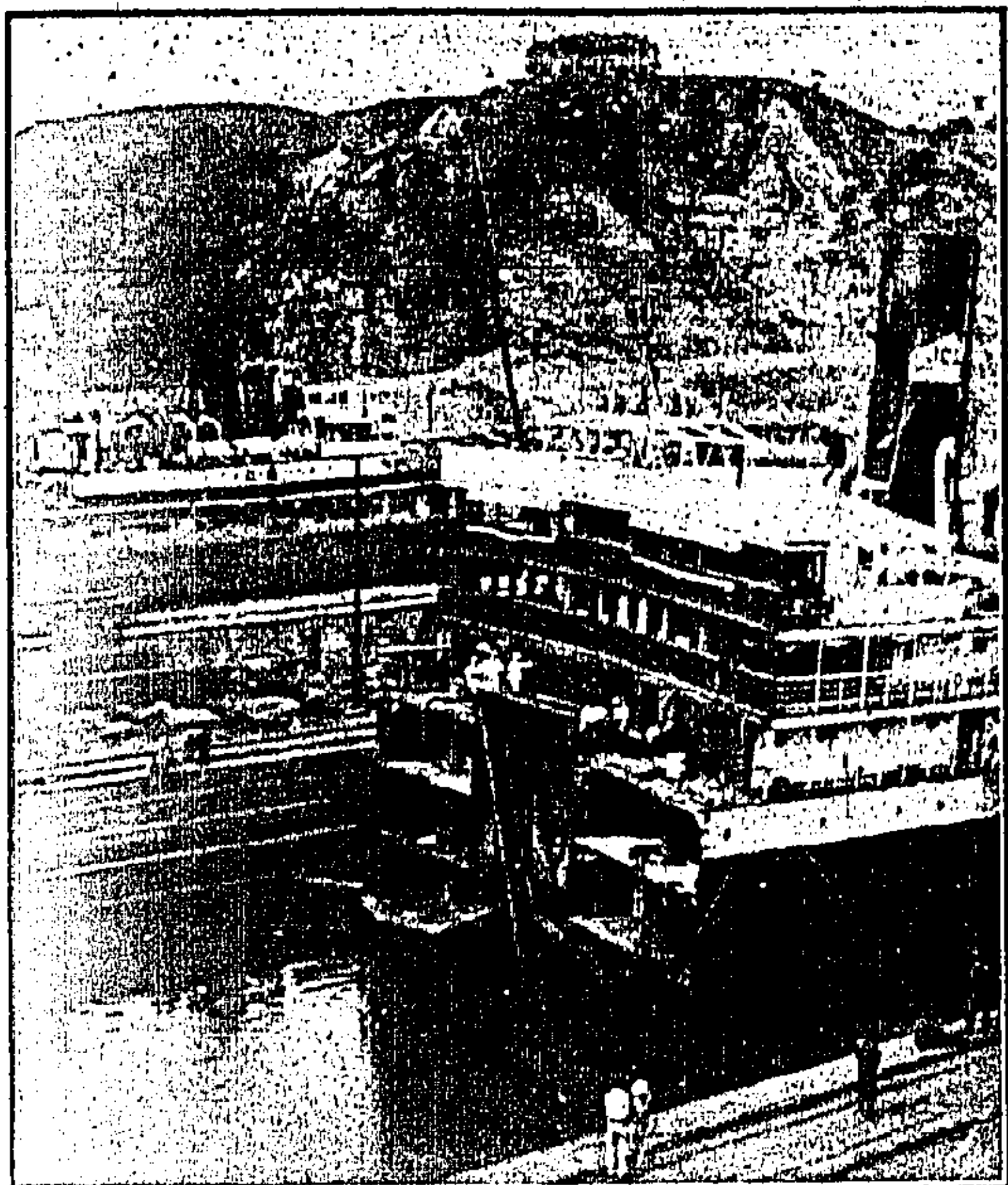
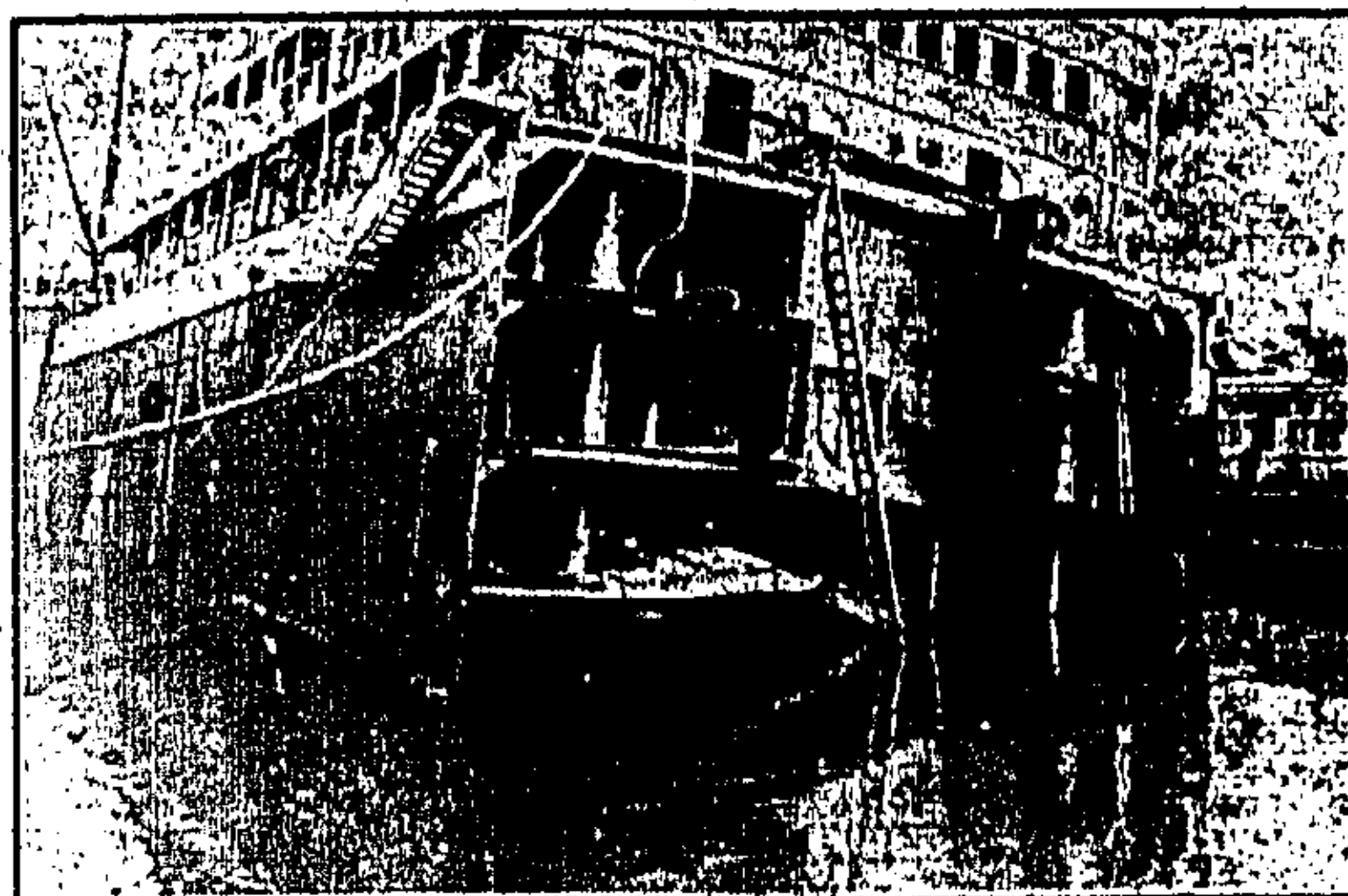
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PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of  
Victoria, Hongkong.

## SALVAGE OF THE TILLEBOET.



The above two pictures give a vivid idea of the feat which has been accomplished by the Taikoo Dockyard and Engineering Company in salvaging more than half the s.s. Tilleboet which stranded on Lin Tin Island. The pictures were taken in the Taikoo Dockyard yesterday since when the dock has been pumped out, leaving the vessel lying on the blocks.

SERIOUS BATTLES  
EXPECTED.

(Continued from Page 1.)

General Labour Union have been posted at the railway station to keep close watch over passengers. Almost all big merchants have closed their doors.

## SHANGHAI MURDERS.

Cotton Mill Foreman Slain.

Another victim was added last Saturday to their now long list by the labour agitators, who have terrified the mill foremen off and on since the Nationalists were within distance of Shanghai.

The foreman to be executed this time was one in the Sung Sing cotton mill, at 200 Brennan Road, who was shot down in cold blood while walking along the roadway in the Tseng-Ka-Jao Village in the Western district outside the limits of the International Settlement.

Following the murder the Chinese authorities began an inquiry into the causes of the crime and learned that the assailants were henchmen of the Friendly Labour Union of Western Shanghai. It is said that the deceased had advised the workmen in big mills not to join the organization, since it had been organized to collect money from the workers, most of which had been appropriated by the organizers. No arrests have yet been made in the case, it is said, but the native police have the names of some of the gang.

## "BIG SWORD" BANDITS.

Trouble at Jihchao Hsien.

On the 4th of April the "Big Sword" bandits failed to capture the Taolochen of Jihchao Hsien, writes our Shantung correspondent. The cause of the trouble was that the Inspecting Office of the 8th Army Corps has been exacting the last penny from those who were so unfortunate as to become their victim, also a certain man was recently charged with smuggling a prohibited amount of copper coins, and there were also found in this smuggler's possession an opium pipe and its accessories. It so happened that the Ying Chang was enjoying himself on that very day with a compulsory marriage.

All these things naturally aroused the people's anger, and a cry went up for immediate redress. At this juncture the "Big Sword" bandits came in. They tried to seize Taolochen and gathered themselves outside the Chen, permitting no exit or entrances. When terms of negotiation were discussed, three most ridiculous terms were set forth viz:

That the salt police, of Taolo should all be discharged, and Taolo shall forever have no Salt Collectorate and other sub-stations; that the Collector of the Taolo Collectorate, Mr. Wang Chih, should be handed over; that a cash compensation of \$100,000 should be handed the bandits as the price of a peaceful settlement. No settlement could be reached, and urgent representations were made by the Salt District Inspectorate Office at Tsinanfu to the provincial authorities. On the 8th of April rescue was effected by Wang Lu-chang, who had with him a brigade of soldiers. After the troops' arrival, Taolochen was restored to its peace and order. The number of casualties was reported to be less than fifty, and one of the salt police was reported missing.

## RUSSIAN MILITARY.

Activity on Manchurian Border.

Shanghai, April 29. A message from Mukden, dated the 27th states that government circles assert that Chang Tao-lin is considering the closing of the Soviet Consulates in Manchuria, in anticipation of which the Consular Staff are despatching certain effects to Moscow.

There are persistent reports of unusual Russian military activity on the frontier. A body of Mongolian cavalry is reported to be penetrating inner Mongolia. Foreign observers are being despatched to verify the report.

A report from Peking states that General Tsang Shih-ku has gone to Harbin to arrange for frontier defence with the military commissioner there.—*Reuter*.

## PEKING EXECUTIONS.

Death By Strangulation.

Shanghai, April 29. A message from Peking, dated April 28, delayed by the censor, says that the well-known Communist Li Ta-chao and seventeen others, who were arrested in the Soviet Embassy raid, were executed this afternoon. The police appear to have decided that the evidence discovered completely proved their guilt and the Court, having somewhat informally investigated the cases, ordered summary execution. The prisoners were strangled at police headquarters.—*Reuter*.

HANKOW-NANKING  
FIGHTING.

American Missions Looted.

Shanghai, April 29. The reports of fighting between the troops of Chiang Kai-shek and those of Hankow in Anhui are confirmed, though apparently they are not on a large scale. The Hankow forces are retreating to Kiukang, looting the American mission en route.—*Reuter*.

## Entertainments

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ONLY

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His Greatest Role

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production with  
MAE BUSCH  
MATT MOORE  
Presented by  
LOUIS B. MAYER

Story by  
C. A. ROBBINS

Scenario by  
WALDEMAR  
YOUNG



—AT 9.20 p.m.—

## BAND of 1st. Bn. CAMERONIANS

(By kind permission of  
Lt. Col. E. B. Ferrers, D.S.O. and Officers).

## WORLD

TO-DAY ONLY

## HAROLD LLOYD

in

## THE FRESHMAN

TO-DAY  
ONLY

## STAR

TO-DAY  
ONLY

2.30 till 11.15 CONTINUOUS

## TOM MOORE

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